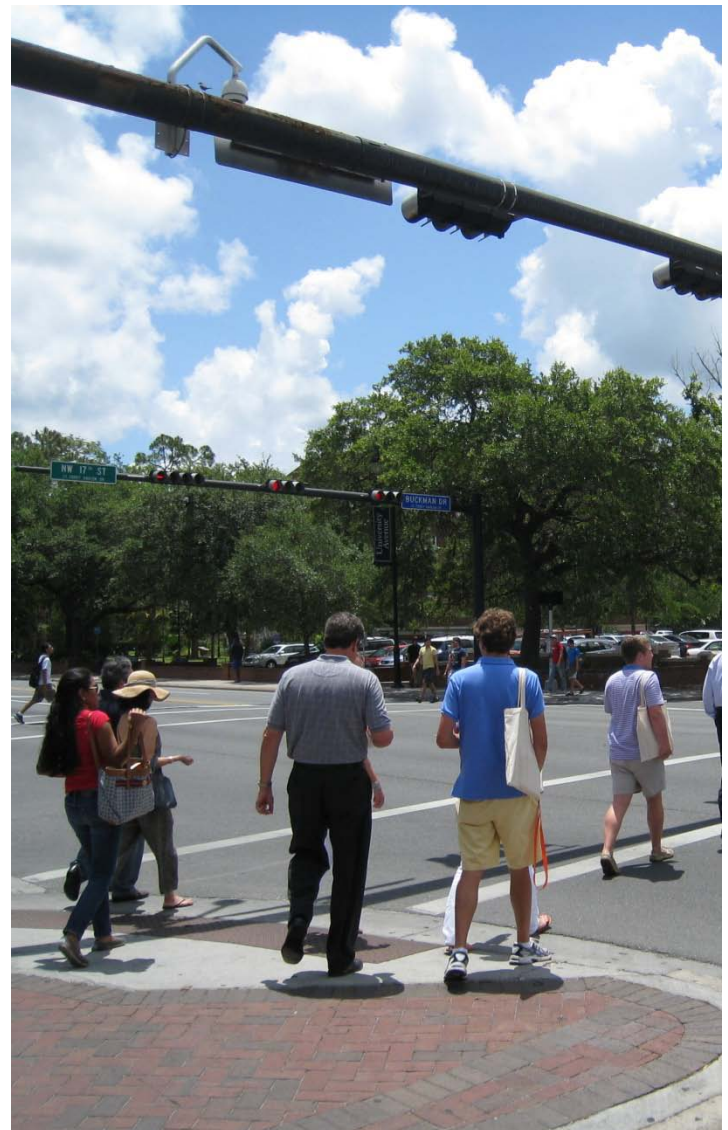


Meeting Packet June 25, 2018 5:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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June 18, 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 **June 25, 2018 at 5:00 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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**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 #3 | I. Approval of Meeting Agenda and Consent Agenda Items | APPROVE BOTH AGENDAS |
| | <u>The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.</u> | |
| Page #127 | II. Dr. Kermit Sigmon Citizen Participation Award - 2017 | PRESENT AWARD |
| | <u>The Citizens Advisory Committee selected Jay Nordqvist to receive this award.</u> | |
| Page #129 | III. Public Involvement Plan Update | APPROVE JOINT RECOMMENDATION |
| | <u>Each year, the Metropolitan Transportation Planning Organization reviews its public involvement plan to ensure that its process provides full and open access to all citizens.</u> | |
| Page #131 | IV. Transportation Disadvantaged Program - Alachua County Transportation Disadvantaged Coordinating Board Chair Appointment | APPOINT NEW CHAIR |
| | <u>The Metropolitan Transportation Planning Organization needs to appoint a new Chair to replace Commissioner Hayes-Santos.</u> | |
| Page #133 | V. Transportation Improvement Program For Fiscal Years 2018-19 to 2022-23 | APPROVE STAFF RECOMMENDATION |
| | <u>All federal and state funds in the Transportation Improvement Program have to be approved by the Metropolitan Transportation Planning Organization.</u> | |

Page #143

**VI. List of Priority Projects
For Fiscal Years 2019-20 to 2023-24**

**APPROVE JOINT
RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to approve priority lists for projects that are needed, but not funded.

Page #149

VII. Year 2045 Long-Range Transportation Plan Update -

**APPROVE STAFF
RECOMMENDATION**

The Metropolitan Transportation Planning Organization requested materials regarding consultant solicitation and to ratify the consultant short list.

Back
Cover

VIII. Next Meeting

NO ACTION REQUIRED

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*
- 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**

**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.</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 #27 | CA. 4 Florida Department of Transportation - Interstate 75 Relief / Coastal Connector Update | NO ACTION REQUIRED |
| | <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 #69 CA. 7 State Highway System Roundabouts Status Report NO ACTION REQUIRED

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 and received a response from Florida Department of Transportation concerning a roundabout evaluation on State Road 121 (NW 34th Street) at the NW 53rd Avenue intersection.

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 #89 CA. 9 Florida Department of Transportation District 2 BikePed Gap Study FOR INFORMATION ONLY

The Florida Department of Transportation has completed the District 2 BikePed Gap Study.

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

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 - Alachua County Transportation Disadvantaged Board Appointment APPOINT MR. ALFORD

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

Page #117 CA. 12 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

April 23, 2018
3:00 p.m.

MEMBERS PRESENT

David Arreola
Harvey Budd, Chair
Mike Byerly
Ken Cornell
Linda Dixon/Curtis Reynolds
Adrian Hayes-Santos
Robert Hutchinson
Doug Jones
Lee Pinkoson
Lauren Poe
Karen Taulbee/Greg Evans
Harvey Ward

MEMBERS ABSENT

Charles Chestnut IV
Charles Goston
Helen Warren

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Chair Harvey Budd called the meeting to order at 3:05 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

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

A member discussed the widening of NW 34th Street.

Several members discussed the draft Year 2045 Long-Range Transportation Plan Update Request for Qualifications and Scope of Services.

Scott Koons, Executive Director, discussed the Year 2045 Long-Range Transportation Plan Update process and answered questions.

FRIENDLY AMENDMENT

Commissioner Cornell requested to move CA.5 Year 2045 Long-Range Transportation Plan Update - Request for Qualifications and Scope of Services to the Meeting Agenda and to revisit the Scope of Services at a future meeting once a consultant is selected. Commissioner Pinkoson accepted the amendment.

MOTION AS AMENDED:

Commissioner Pinkoson moved to approve the:

- 1. Consent Agenda as amended to move CA.5 Year 2045 Long-Range Transportation Plan Update - Request for Qualifications and Scope of Services to the Meeting Agenda and to revisit the Scope of Services at a future meeting once a consultant is selected; and**
- 2. Meeting Agenda as amended to place CA.5 Year 2045 Long-Range Transportation Plan Update - Request for Qualifications and Scope of Service after item VI. Election of Chair.**

Commissioner Hutchinson seconded; motion passed unanimously.

II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - TWO FEDERAL TRANSIT ADMINISTRATION SECTION 5310 SMALL URBAN GRANT AWARDS AND ONE FEDERAL TRANSIT ADMINISTRATION SECTION 5339 CAPITAL GRANT AWARD TO THE REGIONAL TRANSIT SYSTEM

Scott Koons, Executive Director, stated that the Florida Department of Transportation has requested an amendment to the Transportation Improvement Program to add three Federal Transit Administration grant awards to the Regional Transit System. He further stated that the Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement Program in order for the Regional Transit System to receive these funds.

Several members discussed Alachua County gas tax and transit revenues and expenditures.

MOTION: Commissioner Hutchinson moved to amend the Transportation Improvement Program to add two Federal Transit Administration Section 5310 Small Urban Grant awards and one Federal Transit Administration Section 5339 Capital grant awards to the Regional Transit System (Exhibit 1) to Fiscal Years 2017-18. Commissioner Hayes-Santos seconded.

FRIENDLY AMENDMENT

Commissioner Cornell requested that Regional Transit System funding and expenditures be discussed at a future meeting. Commissioner Pinkoson accepted the amendment.

MOTION AS AMENDED:

Commissioner Pinkoson moved to:

- 1. Amend the Transportation Improvement Program to add two Federal Transit Administration Section 5310 Small Urban Grant awards and one Federal Transit Administration Section 5339 Capital grant awards to the Regional Transit System (Exhibit 1) to Fiscal Years 2017-18; and**
- 2. Have Regional Transit System funding and expenditures discussed at a future meeting.**

Commissioner Hutchinson seconded. Mr. Koons conducted a hand vote; motion passed unanimously.

III. FLORIDA DEPARTMENT OF TRANSPORTATION - INTERSTATE 75 RELIEF UPDATE

Mr. Koons stated that, after the Interstate 75 Relief Study presentation at the February 26, 2018 meeting, the Metropolitan Transportation Planning Organization approved a motion to have the Executive Director prepare draft letters to the Governor and Florida Secretary of Transportation for review by the Metropolitan Transportation Planning Organization at its April 23, 2018 meeting regarding the transportation concerns discussed as part of the Interstate 75 Relief Update agenda item. He discussed the draft letters and answered questions.

MOTION: Mayor Poe moved to authorize the Chair to sign the letters to the Governor, Florida Secretary of Transportation and the legislative delegation. Commissioner Hayes-Santos seconded.

Judy Etzler spoke about Coastal Connector meetings occurring in Marion County. She asked if the Metropolitan Transportation Planning Organization had representation at these meetings.

A member noted that Alachua County staff was monitoring the Coastal Connector meetings.

FRIENDLY AMENDMENT

Commissioner Hayes-Santos requested that the Metropolitan Transportation Planning Organization receive an update on the Coastal Connector project from the Florida Turnpike Enterprise. Mayor Poe accepted the amendment.

MOTION: Mayor Poe moved to:

- 1. Authorize the Chair to sign the letters to the Governor, Florida Secretary of Transportation and the legislative delegation; and**
- 2. Request that the Metropolitan Transportation Planning Organization receive an update on the Coastal Connector project from the Florida Turnpike Enterprise.**

Commissioner Hayes-Santos seconded; motion passed unanimously.

IV. STATE ROAD 222 (NE 39TH AVENUE) CROSSWALK NE 28TH DRIVE BUS TURNAROUND

Mr. Koons stated that the Metropolitan Transportation Planning Organization received a concern from a citizen regarding installation of a crosswalk on State Road 222 (NE 39th Avenue) at NE 28th Drive. He said that this concern was forwarded to the Florida Department of Transportation District 2 Safety Office. He reported that District 2 is seeking a variance for a midblock pedestrian crossing on State Road 222 (NE 39th Avenue). He reported the advisory committees and staff recommendations.

A member asked whether a letter had been sent to the Tacachale Director concerning an access easement to State Road 24 (Waldo Road).

Mr. Koons reported that a letter had been sent to the Tacachale Director and that there has been no response as of today.

A member suggested scheduling a meeting between the Tacachale Director and the Metropolitan Transportation Planning Organization Chair.

Philip Mann, Gainesville Public Works Director, discussed the City of Gainesville cost estimate report and answered questions.

MOTION: Commissioner Cornell moved to request that the City of Gainesville provide a cost estimate for using the Grace Marketplace parking lot as a turnaround. Commissioner Hutchinson seconded; motion withdrawn.

MOTION: Commissioner Cornell moved to refer the Grace Marketplace turnaround to the Grace Marketplace Oversight Committee and the Regional Transit System. Commissioner Byerly seconded.

FRIENDLY AMENDMENT

Commissioner Byerly requested that a meeting be scheduled between the Metropolitan Transportation Planning Organization Chair or the Chair's designee and the Tacachale Director concerning an access easement to State Road 24 (Waldo Road). Commissioner Cornell accepted the amendment.

Krys Ochia, Regional Transit System Transit Planning Manager, discussed transit connections and headways, service to the County Jail and Lamplighter Mobile Home Park and answered questions.

A member requested ridership information to the County Jail and Lamplighter Mobile Home Park. He said the information could be emailed to the members.

Mr. Mann discussed concerns regarding unprotected pedestrian crossings on State Road 24 (Waldo Road).

MOTION AS AMENDED:

Commissioner Cornell moved to:

- 1. Refer the Grace Marketplace turnaround to the Empowerment Center Oversight Advisory Board (Grace Marketplace Oversight Committee) and the Regional Transit System; and**
- 2. Schedule a meeting between the Metropolitan Transportation Planning Organization Chair or the Chair's designee and the Tacachale Director concerning an access easement to State Road 24 (Waldo Road).**

Commissioner Byerly seconded; motion passed unanimously.

V. STATE HIGHWAY SYSTEM ROUNDABOUTS

Mr. Koons stated that the Metropolitan Transportation Planning Organization referred development of a list of State Highway System intersection roundabout locations to its advisory committees. He reported the advisory committees and staff recommendations.

Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager, discussed the Department's Intersection Control Evaluation process and answered questions.

A member requested that the Intersection Control Evaluation criteria be provided to the Metropolitan Transportation Planning Organization.

MOTION: Commissioner Hayes-Santos moved to:

- 1. Request that the Florida Department of Transportation District 2 proceed with the evaluation for the installation a midblock crosswalk with control on State Road 222 (NE 39th Avenue) at NE 28th Drive; and**
- 2. Refer potential double-lane roundabouts to its advisory committees.**

Commissioner Ward seconded; motion passed unanimously.

**CA.5 YEAR 2045 LONG-RANGE TRANSPORTATION PLAN UPDATE -
REQUEST FOR QUALIFICATIONS AND SCOPE OF SERVICES**

Mr. Koons stated that every five years the Metropolitan Transportation Planning Organization is required by federal transportation law and rules to update its long-range transportation plan. He said that a consultant is contracted to assist in the development of the long-range transportation plan update.

MOTION: Commissioner Cornell moved to:

- 1. Approve RFQ No. 1 Request for Qualifications for the Gainesville Urbanized Area Transportation Study Year 2045 Long-Range Transportation Plan Update as revised to require the consultant to:**
 - Provide a list of communities consulted with for the five-year update of other long-range transportation plans; and**
 - Demonstrate experience with building transit in growing mid-sized communities;**
- 2. Request staff to solicit request for qualifications from consultants that have assisted in long-range transportation plan updates for peer communities; and**
- 3. Require the Metropolitan Transportation Planning Organization ratify the short list of consultants that respond to the request for qualifications.**

Mayor Poe seconded; motion passed unanimously.

VI. ELECTION OF CHAIR

Mr. Koons stated that the Metropolitan Transportation Planning Organization needed to elect a Chair with an effective date of May 18, 2018. He identified the current officers and noted that the Chair traditionally alternates between a City Commissioner and County Commissioner.

MOTION: Commissioner Byerly moved to elect Commissioner Cornell as Chair, Commissioner Arreola as Vice-Chair and Commissioner Chestnut as Secretary/Treasurer. Mayor Poe seconded; motion passed unanimously.

VII. TRAFFIC MANAGEMENT COORDINATION

Mr. Koons stated that Chair Budd requested a presentation from City of Gainesville Public Works Department concerning traffic management during incidents that cause roadway detours.

Mr. Mann discussed Interstate 75 closures, Traffic Management Center operations and coordination with law enforcement agencies and answered questions.

VIII. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Budd announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for June 25, 2018 at 5:00 p.m.

IX. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member asked staff to identify the topics for Metropolitan Transportation Planning Organization meetings scheduled to begin at 5:00 p.m.

Mr. Koons stated that two meetings begin at 5:00 p.m. He said that the June meeting topics are the Transportation Improvement Program and List of Priority Projects. He said that the December meeting topics are the Florida Department of Transportation draft Tentative Work Program and Metropolitan Transportation Planning Organization advisory committee appointments.

B. CITIZENS

There were no citizen comments.

C. CHAIR'S REPORT

Mr. Koons presented Chair Budd a plaque for his service as Chair.

ADJOURNMENT

The meeting was adjourned at 4:57 p.m.

Date

Charles Chestnut IV, Secretary/Treasurer

EXHIBIT A

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
Judy Etzler Vicki Gervakis	Sean McLendon Tom Strom Sylvia Torres	Dekova Batey Deborah Leistner Philip Mann Krys Ochia	None

* 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**

**3:00 p.m.
April 23, 2018**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - February 26, 2018 APPROVE MINUTES**
- This set of Metropolitan Transportation Planning Organization minutes is ready for review and approval.
- Page #17 CA. 2 Unified Planning Work Program Fiscal Year 2018-19 and Fiscal Year 2019-20 APPROVE STAFF RECOMMENDATION**
- This document contains the budget for Federal Highway Administration planning funds and Federal Transportation Administration planning funds, and identifies work tasks for the next two years.
- Page #25 CA. 3 Joint Participation Agreement - Fiscal Year 2018-19 and Fiscal Year 2019-20 APPROVE STAFF RECOMMENDATION**
- The Metropolitan Transportation Planning Organization needs to approve a new Joint Participation Agreement with the Florida Department of Transportation for the next two years.
- Page #47 CA. 4 Federal Transit Administration Planning Process Certification Statement APPROVE STAFF RECOMMENDATION**
- The Metropolitan Transportation Planning Organization needs to approve a new Section 5305(d) Grant Application that coincides with the Unified Planning Work Program submission in order to receive Federal Transit Administration planning funds.
- Page #69 CA. 6 Rural Advisor AUTHORIZE CHAIR TO SIGN RESPONSE LETTER**
- The Metropolitan Transportation Planning Organization received a letter from the City of Archer regarding the appointment of the Rural Advisor.

- Page #87 CA. 7 **Fixing America's Surface Transportation Act - Performance Measures Compliance in Planning Process** **APPROVE RESOLUTION**

The Metropolitan Transportation Planning Organization is required to be in compliance with federal law regarding performance measures in its planning process by May 27, 2018.

- Page #95 CA. 8 **Transportation Disadvantaged Program - Alachua County Transportation Disadvantaged Coordinating Board Membership Certification** **AUTHORIZE CHAIR SIGNATURE**

The Metropolitan Transportation Planning Organization is required to annually certify the membership composition of the Transportation Disadvantaged Coordinating Board.

- Page #99 CA. 9 **Transportation Disadvantaged Program - Alachua County Resolutions of Appreciation** **APPROVE RESOLUTION OF APPRECIATION**

Earther Wright has served at the Citizens Advocate-User Representative on the Transportation Disadvantaged Coordinating Board.

- Page #103 CA. 10 **Transportation Disadvantaged Program - Alachua County Transportation Disadvantaged Board Reappointment** **REAPPOINT MR. EAST**

James W. East has applied for reappointment as the Citizen Advocate Representative.

- Page #105 CA. 11 **Transportation Disadvantaged Program - Status Report** **NO ACTION REQUIRED**

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



CA.2

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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Annual Transit Ridership Monitoring Report

STAFF RECOMMENDATION

Approve the updated *Annual Transit Ridership Monitoring Report* as a completed planning document.

BACKGROUND

Each year, staff reviews and makes needed revisions to, the *Annual Transit Ridership Monitoring Report* as part of addressing congestion management in the transportation planning process. This report provides the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the most recent annual ridership for the Regional Transit System. Below is the link to the draft *Annual Transit Ridership Monitoring Report*.

http://ncfrpc.org/mtpo/publications/Transit/ANNUAL_TRM_REPORT_2017.pdf

In addition, please find attached a table and pie-chart depicting the Regional Transit System funding for Fiscal Years 2013 to 2017 (Exhibit 1).

Attachment

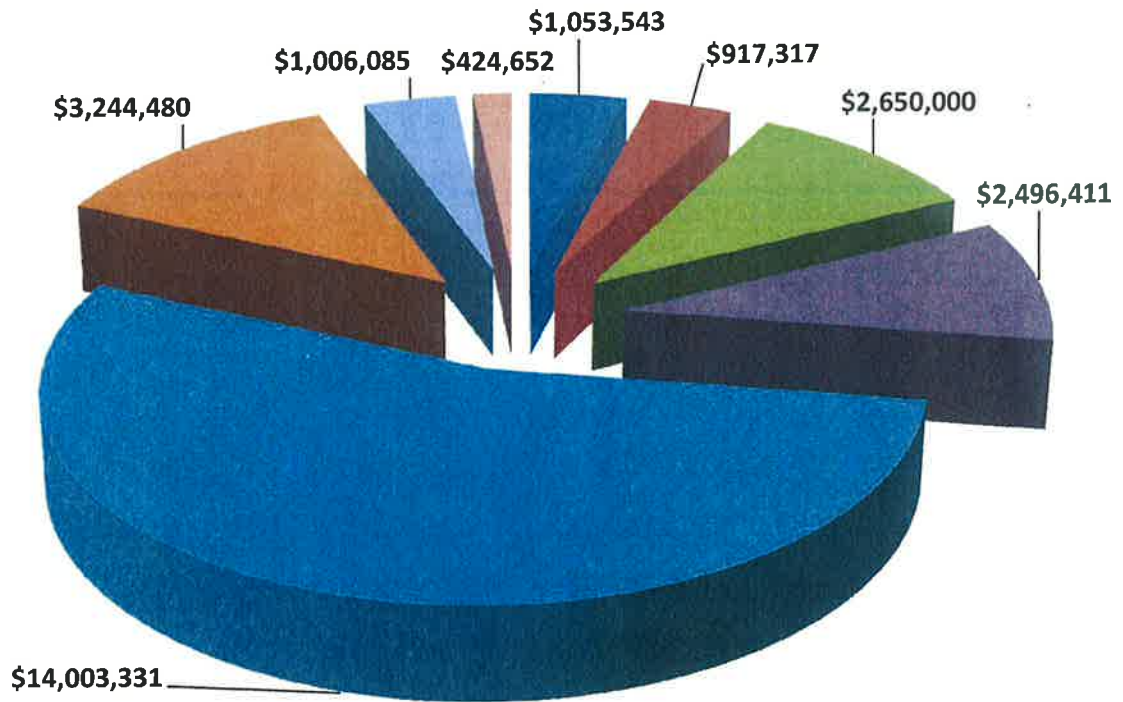
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EXHIBIT 1

Regional Transit System Operations Funding Fiscal Years 2013 to 2017

Source	Fiscal Year				
	2013	2014	2015	2016	2017
Fares & Passes	\$1,151,081	\$1,222,437	\$1,127,565	\$1,175,431	\$1,053,543
Alachua County	\$905,461	\$1,077,688	\$945,435	\$973,753	\$917,317
Federal Transit Administration	\$2,650,000	\$2,650,000	\$2,650,000	\$2,650,000	\$2,650,000
Florida Department of Transportation	\$2,084,849	\$2,110,575	\$2,478,267	\$2,539,263	\$2,496,411
University of Florida	\$11,364,277	\$12,652,528	\$12,598,193	\$13,429,786	\$14,003,331
City of Gainesville	\$2,731,431	\$2,964,299	\$3,006,407	\$3,173,745	\$3,244,480
Santa Fe College	\$956,885	\$987,317	\$959,056	\$988,123	\$1,006,085
Other	\$644,747	\$655,956	\$708,728	\$723,877	\$424,652
Total Revenue	\$22,488,731	\$24,320,800	\$24,473,651	\$25,653,978	\$25,795,819


Regional Transit System Fiscal Year 2017



- Fares & Passes
- Alachua County
- Federal Transit Administration
- Florida Department of Transportation
- University of Florida
- City of Gainesville
- Santa Fe College
- Other



June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Completion of the Metropolitan Transportation Planning Certification Process

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

Federal law and regulation requires the Florida Department of Transportation and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to jointly certify each year the transportation planning process for the Gainesville Metropolitan Area, concurrent with the submittal of the five-year Transportation Improvement Program.

A joint review meeting with the Florida Department of Transportation was held on February 7, 2018. As a result of this meeting and documentation submitted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation has recertified the metropolitan transportation planning process and has not identified any recommendations or corrective actions. Exhibit 1 is a signed copy of the Joint Certification Statement. Exhibit 2 is a signed copy of the certification approval/transmittal letter from the Florida Department of Transportation.

Attachments

EXHIBIT 1

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION
STATEMENTS & ASSURANCES

625-010-05
POLICY PLANNING
11/17

JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN
TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Gainesville MTPO with respect to the requirements of:


1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 7, 2018.

Based on a joint review and evaluation, the Florida Department of Transportation and the Gainesville MTPO recommend that the Metropolitan Planning Process for the Gainesville MTPO be Select option.


 Name: Grea Evans
 Title: District Secretary (or designee)

05/02/18
 Date


 Name: Harvey M. Budd
 Title: MPO Chairman (or designee)

February 26, 2018
 Date

EXHIBIT 2



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

Transmitted Electronically: May 29, 2018

Teresa Parker, Transportation Planning Specialist, FHWA
Parris Orr, Urbanized Planning, FTA Region IV
Keith Melton, Office of Planning Program, FTA Region IV
Mark Reichert, Administrator, Metropolitan Planning, FDOT
Alex Gramovot, Statewide MPO Coordinator, FDOT

RE: 2018 Joint Certification Process
Metropolitan Transportation Planning Organization (MTPO) for the
Gainesville Urbanized Area

In accordance with Chapter 7 of the MPO Program Management Handbook and cited Federal regulations, the Metropolitan Transportation Planning Organization (MTPO) and the Florida Department of Transportation (FDOT) must jointly certify the metropolitan transportation planning process. The FDOT and MTPO initiated the process in January, 2018. Our joint certification review meeting was held in Gainesville on February 7, 2018.

The FDOT review did not identify any corrective actions.

Florida Department of Transportation certifies the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area transportation process.

This transmittal includes the Final Certification Package including all signed certifications and assurances.

Please let me know if you have any questions, or need additional information.

Sincerely,

Karen S. Taulbee, AICP

Karen S. Taulbee, AICP
Urban Planning Manager, District 2
Karen.Taulbee@dot.state.fl.us

xc: Scott Koons




**North
Central
Florida
Regional
Planning
Council**

CA.4

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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Florida Department of Transportation - Interstate 75 Relief / Coastal Connector Update

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

At its February 26, 2018 meeting, the Metropolitan Transportation Planning Organization received a presentation from Florida Department of Transportation Central Office and District 2 staff concerning the Interstate 75 Relief and a Tampa to Jacksonville rail passenger study. After the presentation, the Metropolitan Transportation Planning Organization approved a motion:

Request that the Florida Department of Transportation:

- 1. Provide data related to the fully allocated infrastructure and safety costs to the public of freight passing through the state on public roadways;*
- 2. Provide cost-benefit analyses for shifts to freight and passenger rail service using fully allocated costs, including information regarding what would it take to make the rail mode more competitive; and*
- 3. Conduct additional near-term studies to address reduction of freight passing through the state on public roadways and an increase of freight passing through the state on rail.*

Additionally, Florida Department of Transportation staff stated the Metropolitan Transportation Planning Organization would be provided the data for the passenger rail/automobile demand analysis and a report regarding the use of contraflow for emergency evacuations.

At its April 23, 2018 meeting, the Gainesville MTPO requested an update on the Coastal Connector project from Florida Turnpike Enterprise.

Exhibit 1 is the response from Florida Department of Transportation. Exhibit 2 includes information from the Coastal Connector website. Exhibit 3 is a copy of the Alachua County letter to Governor Scott. Exhibit 4 includes excerpts from the Florida Department of Transportation Hurricane Irma Emergency Evacuation Report and Recommendations concerning emergency shoulder use.

Attachments

T:\Scott\SK18\MTPO\Memo\I-75_Relief_Coastal_Connector_update_jun25.docx

EXHIBIT 1

From: [Shen, Huiwei](#)
To: [Mike Escalante](#)
Cc: [Scott Koons](#); [Taulbee, Karen](#); [Stults, Jennifer](#); [Wood, Jim M. \(CO\)](#); [Bolan, Rebecca](#); [Knight, James](#)
Subject: RE: Coastal Connector Update Request / I-75 Update issues
Date: Tuesday, May 29, 2018 8:37:52 AM

Mike,

The FDOT Turnpike Enterprise thanks the Gainesville MTPO for your interest in the Coastal Connector study. Unfortunately, we are unable to attend and present at your June meeting as our resources are currently focused on outreach and documenting feedback within the study area. We continue to have further meetings with the cities, counties, and stakeholders within the study area to discuss and understand the needs and concerns of the area as we continue the study. For further information on the study, feel free to visit the website at www.coastalconnector.com.

Additionally, in response to the request for information related to the Gainesville MTPO letter dated March 12, 2018, FDOT is pleased to share the following available documentation based on prior studies.

1. The FDOT report regarding the evaluation of contraflow for emergency evacuations on I-75 is available at this [link](#).

2. Rail Feasibility Analysis:

The Florida Department of Transportation conducted a planning-level evaluation of the feasibility of enhanced or new intercity passenger rail service between Tampa Bay and Northeast Florida. The rail feasibility analysis was initiated to consider the need for enhanced passenger rail and to evaluate the feasibility of this alternative mode to address future regional travel demand within the study area. The study results are documented in the Rail Feasibility Analysis Summary Report available at this [link](#).

3. Data for the passenger rail/automobile demand analysis:

As part of the passenger rail feasibility analysis, high level ridership estimates for passenger rail scenarios from Tampa Bay to Northeast Florida were prepared to estimate intercity rail ridership potential in the corridor. Background data including population, employment, and travel forecasts for the analysis was obtained from the travel demand model used for the North I-75 Master Plan. The auto trip data is available in trip tables based on the zone structure within the travel demand model. Based on the MTPO request, the trip tables were reviewed to estimate the auto trip demand in comparison to the passenger rail demand by reviewing the maximum percentage of rail demand to the overall auto demand for the zone structures. When reviewing the numerous zones within the model, the passenger rail demand within each zone ranges from 0% rail demand to a maximum of 4.5% of the total auto demand.

Regarding the request for three additional FDOT studies on freight mobility, there are no current studies programmed at this time. After the FDOT District Two I-75 Planning Study is complete, FDOT will re-evaluate the need for further studies. We will continue to provide the Gainesville MTPO with project updates as new information becomes available based on the ongoing studies.

Please let us know if there are any further questions based on the documents provided. Thank you.

Huiwei

Huiwei Shen

Manager, Systems Implementation Office

850.414.4911

huiwei.shen@dot.state.fl.us

Florida Department of Transportation

605 Suwannee Street, MS 19

Tallahassee, Florida 32399

From: Mike Escalante [mailto:escalante@ncfrpc.org]

Sent: Tuesday, May 22, 2018 2:30 PM

To: Shen, Huiwei <Huiwei.Shen@dot.state.fl.us>

Cc: Koons, Scott <koons@ncfrpc.org>; Taulbee, Karen <Karen.Taulbee@dot.state.fl.us>

Subject: Coastal Connector Update Request / I-75 Update issues

Huiwei,

At its April 23, 2018 meeting, the Gainesville MTPO requested an update on the Coastal Connector project from Turnpike Enterprise. We are contacting you rather than Turnpike Enterprise directly. Would you handle this or should we contact the Turnpike Enterprise. The next Gainesville MTPO is June 25, 2018.

In addition and per the March 12, 2018 letter to you [excerpt below], is any of the following information or a status update available and if so, please send it to me.

Request that the Florida Department of Transportation:

- 1. Provide data related to the fully allocated infrastructure and safety costs to the public of freight passing through the state on public roadways;*
- 2. Provide cost-benefit analyses for shifts to freight and passenger rail service using fully allocated costs, including information regarding what would it take to make the rail mode more competitive; and*
- 3. Conduct additional near-term studies to address reduction of freight passing through the state on public roadways and an increase of freight passing through the state on rail.*

In addition, you stated that you would provide the Metropolitan Transportation Planning Organization the following information:

- data for the passenger rail/automobile demand analysis and

- report regarding the use of contraflow for emergency evacuations.

Thanks,

mike

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

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

EXHIBIT 2

[Home \(index.html\)](#) / [Projects \(projects.html\)](#) / [Coastal Connector \(coastalconnector.html\)](#)

COASTAL CONNECTOR

[About The Project](#)

[Environment](#)

[Innovation](#)

[Schedule](#)

[Documents](#)

[Stay Connected](#)

Rebecca Bolan, P.E., PMP

Project Manager for

Florida's Turnpike Enterprise
(Montgomery Consulting Group)

P.O. Box 613069

Ocoee, Florida 34761-3069

✉ Rebecca.Bolan@dot.state.fl.us ([mailto:rebecca.bolan@dot.state.fl.us?subject=Coastal Connector](mailto:rebecca.bolan@dot.state.fl.us?subject=Coastal%20Connector))

☎ 407.264.3416

Rax Jung, P.E.

Project Development Engineer

Florida's Turnpike Enterprise

P.O. Box 613069

Ocoee, Florida 34761-3069

✉ Rax.Jung@dot.state.fl.us ([mailto:rax.jung@dot.state.fl.us?subject=Coastal Connector](mailto:rax.jung@dot.state.fl.us?subject=Coastal%20Connector))

☎ 407.264.3870

Click here for Corridor Alternatives Online Meeting (<http://www.coastalconnector.com/onlineMeeting2>)

Address Look up (<http://arcg.is/1Djff5>)

Click here for upcoming Public Meeting Notice Information

Alternative Corridor Evaluation Study (ACE)



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

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

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

[Click here to join mailing list](#)

Introduction

Florida's Next Generation Corridor

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

Study Background

The Florida Department of Transportation has a history of conducting studies to evaluate proposed alternatives with the goal of alleviating congestion, and improving the performance and reliability of the area's transportation systems. For example, Florida's Future Corridors, I-75 Relief, and the North I-75 Master Plan studies were conducted by the FDOT that evaluated improvements to I-75 and existing corridors as well as recommended the continued study of new alternative corridors.

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

Community Coordination and Public Participation

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

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

Frequently Asked Questions can be found under the Documents section.

Study Area Map

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



Florida's Turnpike Enterprise

Turkey Lake Service Plaza
 Mile Post 263
 Bldg. #5315
 P.O. Box 613069
 Ocoee, Florida 34761
 Phone: 407.264.3998
 Directions Map
 (https://www.google.com/maps/place/Operations+Building+@+Tumpike+Hwy+1+Traffic/@28.5172919,-81.504781,17z/data=!4m8!1m2!1m1!1sOperations+Building+@+Tumpike+Hwy+1+Traffic+@+28.5172919,-81.504781,17z/81.5029563)

Contact Us (about.html)
 Service Plazas (travelerInfo.html)
 Motorist Assistance (travelerInfo.html)
 State Farm Safety Patrol (safety.html)
 Hurricane Evacuations (safety.html)
 Sunpassages (/sunpassages/)
 I-75 Traffic (http://www.fl511.com)
 Budgets & Reports (http://www.fl511.com/Reports/)
 Online Toll Calculator (TollCalc/index.htm)

All Electronic Tolling (travelerInfo.html)
 Paying Tolls (travelerInfo.html)
 ICPP Study (http://floridasturnpike.com/icpp/index.html)
 Construction Updates (construction.html)
 Current Projects (construction.html)
 FL Turnpike Work Program (construction.html)
 Construction Projects (construction.html)
 I-95 Corridor Coalition (http://i95coalition.org/)

(http://www.dot.state.fl.us/agencyresources/contactus.shtm)

(http://www.dot.state.fl.us/agencyresources/employment.shtm)

(http://www.myflorida.com/)

(http://www.dot.state.fl.us/agencyresources/performance.shtm)

(http://www.dot.state.fl.us/agencyresources/statementofagency.shtm)

(http://www.dot.state.fl.us/agencyresources/webpoliciesandnotices.shtm)

(http://www.dot.state.fl.us/)

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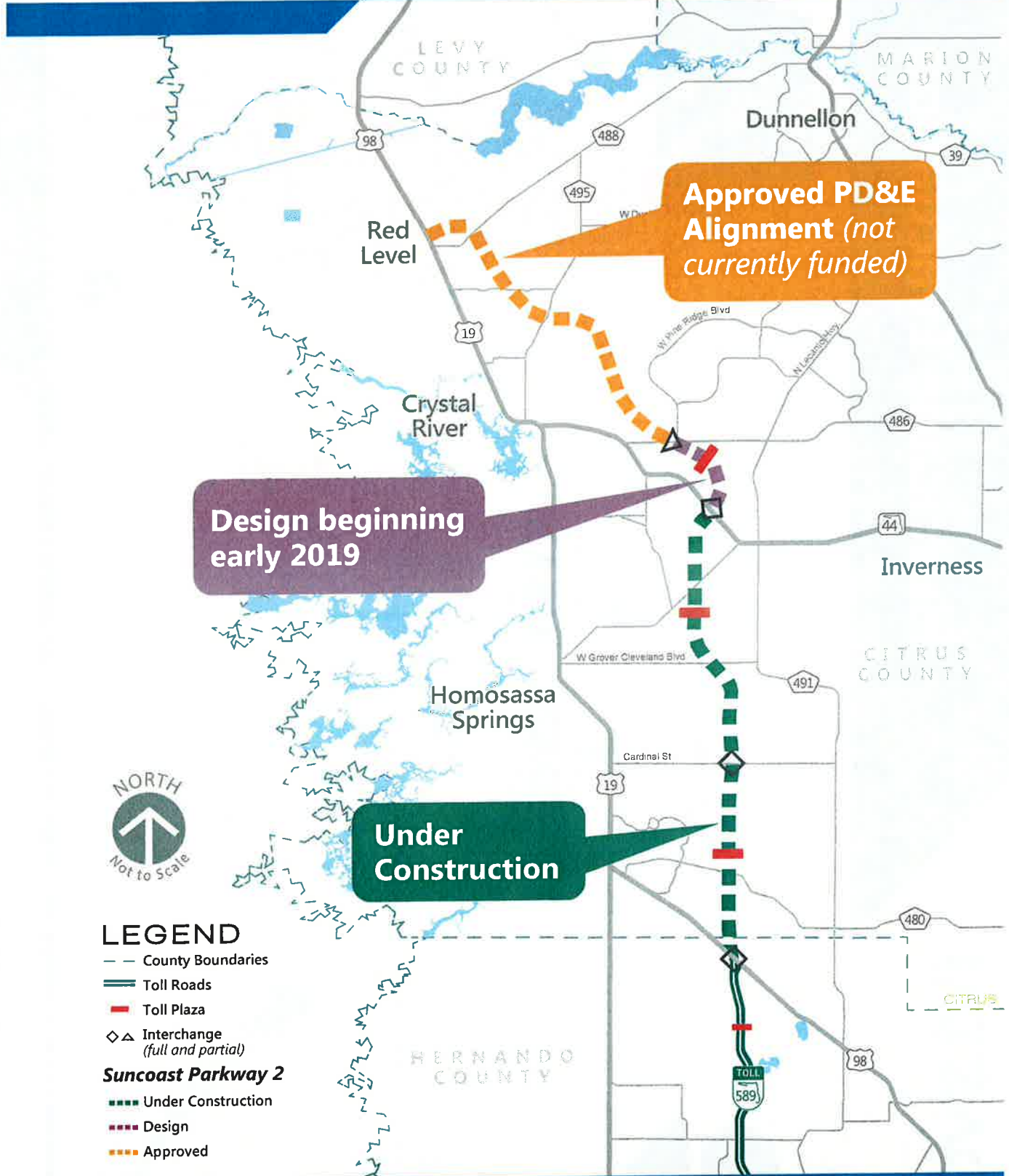
Florida Department of Transportation (http://www.dot.state.fl.us/)

[f](http://www.dot.state.fl.us/agencyresources/facebook.shtm)
[t](http://www.dot.state.fl.us/agencyresources/twitter.shtm)
[y](http://www.dot.state.fl.us/agencyresources/youtube.shtm)
[W](http://www.dot.state.fl.us/agencyresources/blogs.shtm)

(<http://www.dot.state.fl.us/agencyresources/multimedia.shtm>)  (<http://www.dot.state.fl.us/agencyresources/rss.shtm>)

Florida Department of Transportation

(<http://www.dot.state.fl.us/>) ***Innovation, Mobility and Economic Development***



- LEGEND**
- County Boundaries
 - Toll Roads
 - Toll Plaza
 - ◇△ Interchange (full and partial)
- Suncoast Parkway 2**
- Under Construction
 - Design
 - Approved

Hurricane Evacuation

ALTERNATIVE CORRIDOR EVALUATION (ACE) / FPID: 437371-1 / Corridor Alternatives Public Meeting

Can our roadways handle a major coastal evacuation?



MARION COUNTY

County clearance.


102,525
vehicles


195,130
people

PROJECTED
POPULATION
INCREASE
in Florida will add additional people
and vehicles to evacuation routes
in the future.

TAMPA BAY AREA

Regional clearance time.

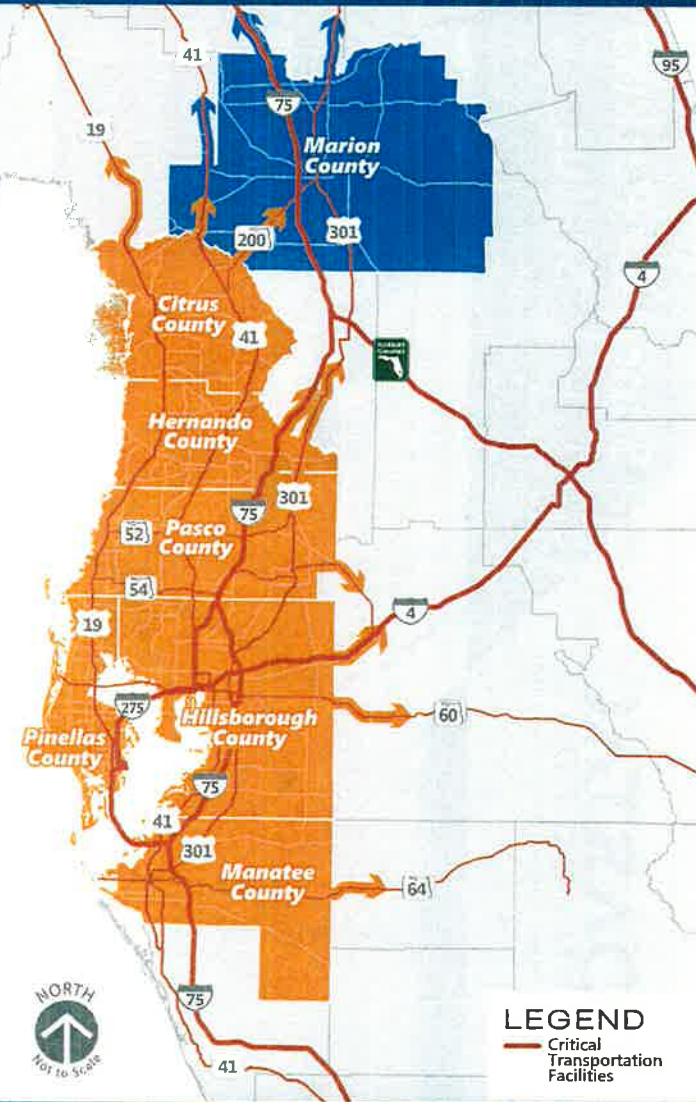

1.2M+
vehicles


2.21M
people

56
hours

Source: Tampa Bay RPC Regional Evac. Study, 2017, Transportation Analysis, Vol 4; Withlacoochee RPC Regional Evac. Study, 2010, Vol. 4-5

Note: Data based on 2017 (2015 for Marion County) Base Level Evacuation Scenario, Category 5 Hurricane.



LEGEND
Critical Transportation Facilities

HURRICANE EVACUATIONS
place significant strain on area roadways as millions of people flee.

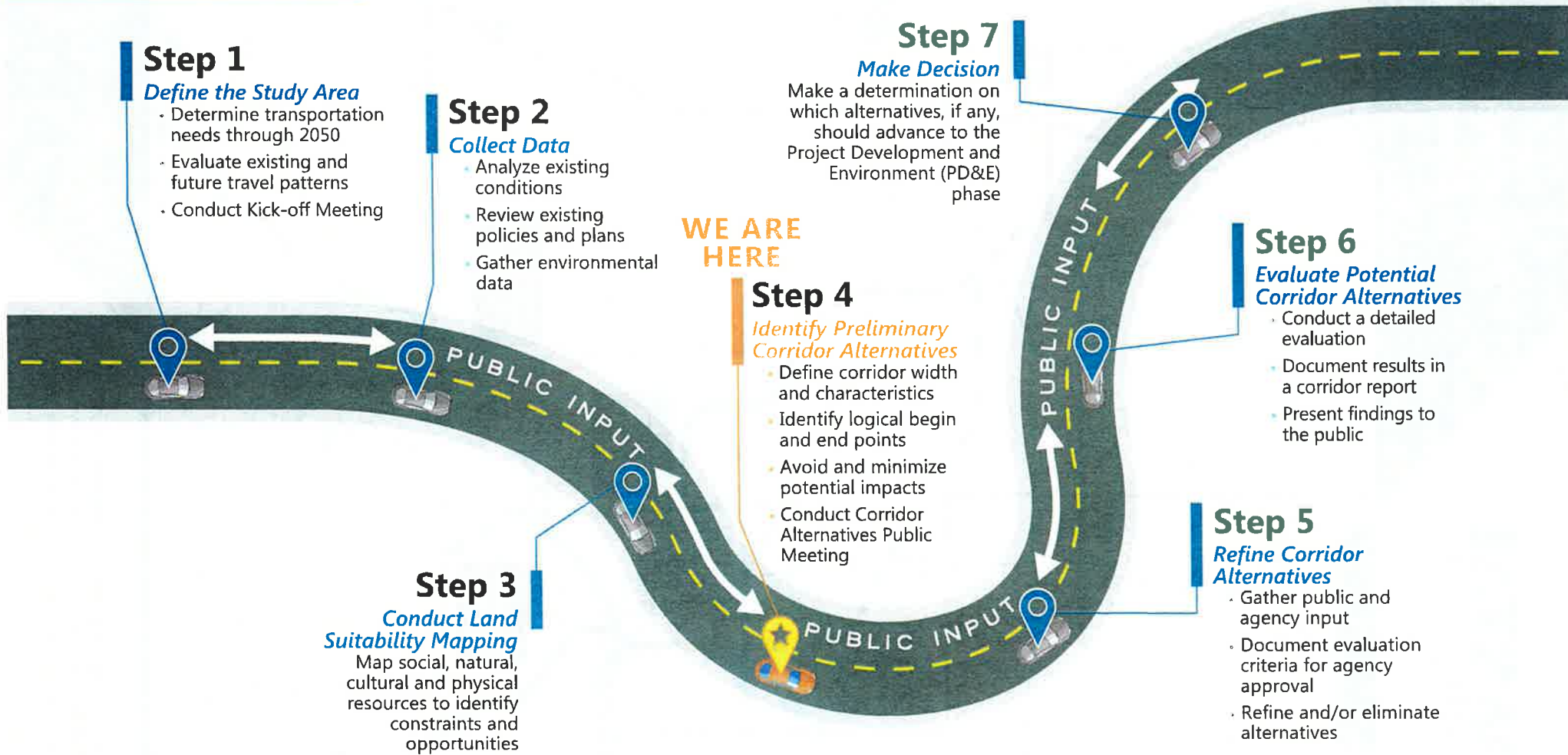


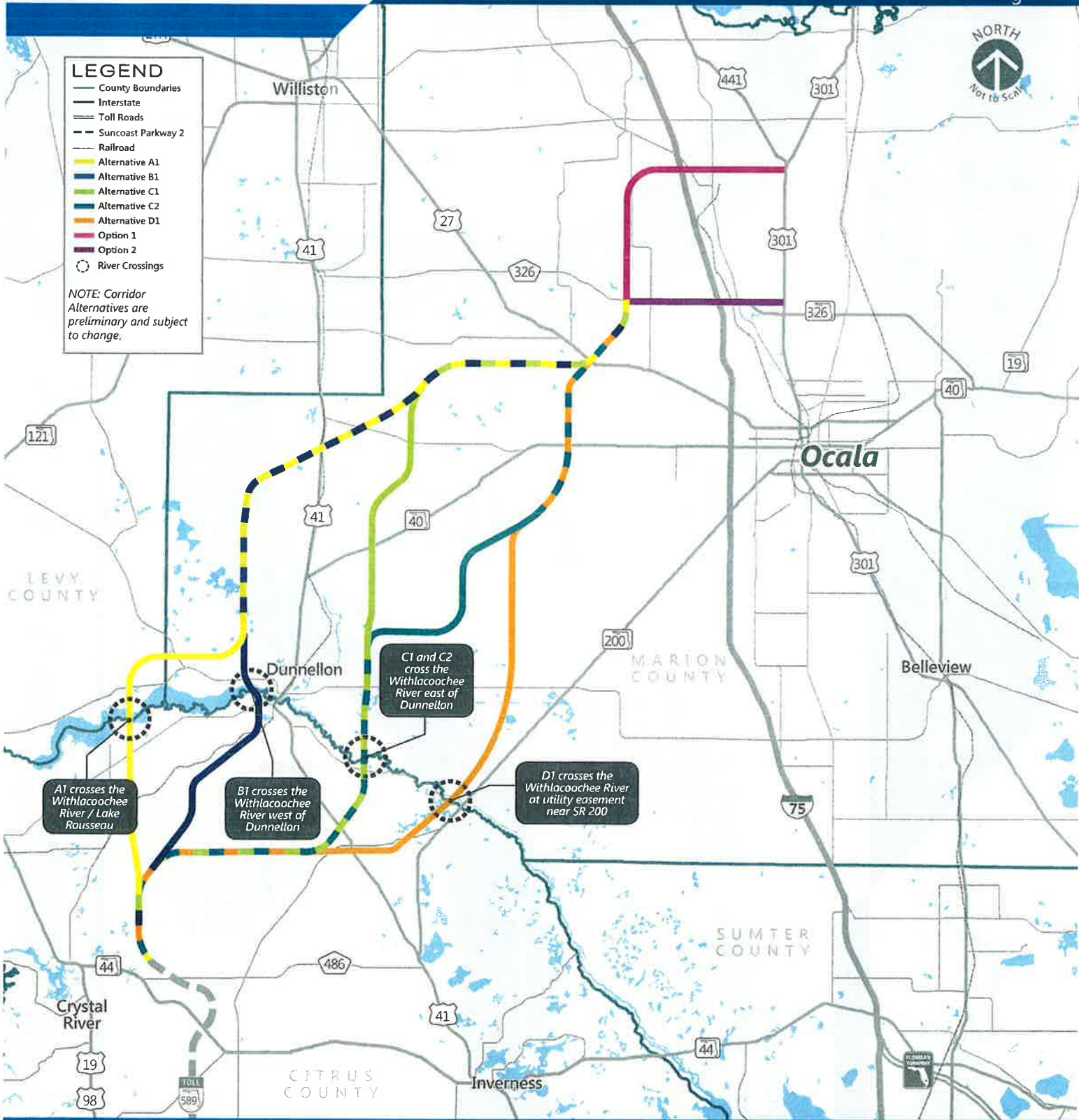
CITRUS COUNTY
Date: Thursday, April 26, 2013
Time: 4:00 p.m. - 7:00 p.m.
Location:
National Guard Armory
2552 W Venetian Street
Crystal River, FL 34429

MARION COUNTY
Date: Sunday, May 1, 2013
Time: 4:00 p.m. - 7:00 p.m.
Location:
Hilton Oaks
3300 52nd Avenue
Ocala, FL 34474

Alternative Corridor Evaluation Process

ALTERNATIVE CORRIDOR EVALUATION (ACE) / FPID: 437371-1 / Corridor Alternatives Public Meeting





For purposes of this study, a **CORRIDOR WIDTH OF 500 FEET IS BEING USED**. This width gives flexibility to shift the roadway alignment to minimize impacts during potential future phases.



CITRUS COUNTY
Date: Thursday, April 26, 2016
Time: 4:00 p.m. – 7:00 p.m.
Location:
Florida State Armory
2501 W. Venable Street
Crystal River, FL 34429

MARION COUNTY
Date: Monday, May 1, 2016
Time: 5:00 p.m. – 7:00 p.m.
Location:
Millon Ocala
3800 SW 44th Avenue
Ocala, FL 34748

EVALUATION CRITERIA	SOUTHERN SEGMENT - SR 44 to CR 326				NORTHERN SEGMENT CR 326 to US 301		
	Corridor A	Corridor B	Corridor C	Corridor D	OPT 1	OPT 2	
ENVIRONMENTAL	ALT A1	ALT B1	ALT C1	ALT C2	ALT D1	OPT 1	OPT 2
SOCIAL ENVIRONMENT							
Total Parcel Impacts (number of parcels)	657	869	1,596	1,677	1,401	75	108
• Residential Parcel Impacts	134	181	151	198	182	19	26
• Non-Residential Parcel Impacts	100	106	100	99	110	40	53
• Vacant Parcel Impacts	423	582	1,345	1,380	1,109	16	29
Community Facilities (number of facilities)	0	0	0	0	2	0	1
Farmlands (acres)	330	330	324	407	407	384	161
CULTURAL ENVIRONMENT							
Potentially Eligible Historic Sites (number of sites)	28	31	20	21	26	7	16
Trail Crossings / Potential Connections (number of crossings/connections)							
• Cross Florida Greenway Trail Network	0	0	0	0	6	0	0
• Halpata Tastanaki Preserve Trail	0	0	0	0	1	0	0
• Pruitt Trailhead to US 41 Connector	0	0	1	1	0	0	0
• Withlacoochee River South Trail	0	0	1	1	1	0	0
• Withlacoochee State Trail	0	0	1	1	1	0	0
City, County or State Parks (number of parks)	0	0	0	0	1	0	0
NATURAL ENVIRONMENT							
Wetlands (acres)	240	71	103	102	98	20	5
Florida Forever & Water Management District Potential Acquisition Lands (acres)	626	316	364	365	319	0	0
Conservation Areas (acres)							
• Halpata Tastanaki Preserve	0	0	8	8	159	0	0
• Marjorie Harris Carr Cross Florida Greenway State Recreation & Conservation Area	39	2	6	6	49	0	0
• Withlacoochee State Forest	0	0	0	0	100	0	0
• Withlacoochee State Trail	0	0	2	2	2	0	0
Outstanding Florida Waters (acres)	39	12	33	33	53	0	0
Known Springs (number of springs)	0	0	0	0	0	0	0
Species Occurrences (number of occurrences)	1	1	1	1	4	0	0
Floodplains (acres)	370	207	262	299	450	82	36
PHYSICAL ENVIRONMENT							
Potentially Contaminated Sites (number of sites)	0	1	0	0	1	0	8
Major Utility Crossings (number of crossings)	2	3	4	4	5	2	0
CORRIDOR FEATURES AND COSTS	ALT A1	ALT B1	ALT C1	ALT C2	ALT D1	OPT 1	OPT 2
Corridor Length (miles)	38.4	36.9	38.4	37.1	37.0	10.4	5.9
Total Construction Cost (2018 dollars)	\$877.5M	\$823.7M	\$844.5M	\$821.0M	\$802.9M	\$220.8M	\$153.9M

NOTE: Preliminary information shown above is subject to change and based on a 500' corridor width. Additional criteria is under development.

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

May 24, 2018

Office of Governor Rick Scott
State of Florida
The Capitol
400 S. Monroe St.
Tallahassee, FL 32399-0001

RECEIVED

MAY 29 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Dear Governor Scott:

The Alachua County Board of County Commissioners would like to take this opportunity to express our concern over the Florida Turnpike Enterprise's (FTE) apparent disregard for the recommendations of the I-75 Relief Task Force as evidenced by the current Coastal Connector process. The I-75 Relief Task Force, on which Alachua County was an official member, worked diligently over many months and multiple public meetings to craft recommendations that could reach consensus agreement amongst a diverse group of regional stakeholders. The Task Force considered many data points in crafting its recommendations to the Department. It appears that FTE is insistent upon moving forward with additional new high capacity corridors through Central Florida regardless of the Task Force's recommendations. The Task Force recommendation related to potential new corridors specifically stated that new corridors should only be explored "after evaluations of enhancements to I-75, other I-75 connector roads and determination of need."

The County has four main issues with the current study.

First, The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) recently approved a \$1 million PD&E study of managed lanes on I-75 in the 2019-2023 Florida Department of Transportation's (FDOT) tentative work program. This study has not been completed and it is therefore premature to be exploring any alternative corridors at the present time. Additionally, the currently proposed FTE corridor alternatives do nothing to alleviate safety and operational challenges for I-75 in Alachua County and may in fact exacerbate those challenges. Alachua County is concerned that a turnpike corridor terminating at US 301 just south of the Alachua/Marion County line has the potential to both increase traffic on roadways throughout Alachua and Marion Counties. This will ultimately set the stage for further future roadway expansion through neighborhoods, small communities, farms, and vulnerable ecological resources within Alachua and Marion Counties.

Second, the newly proposed corridor alternatives would cross or encroach upon several regionally significant environmental areas. These areas are clearly identified on the State's Land Suitability Map with high avoidance values. The areas exist in essentially two bands; one running along the

Withlacoochee River and one running north and south, east of Ocala along the eastern edge of the study area.

Third, the State has yet to provide any indication that the Coastal Connector will alleviate traffic along the Interstate 75 corridor in any meaningful way. The Roadway Congestion maps provided by the State at the public meeting indicate most North Central Florida corridors will continue to operate below acceptable standards into the future years. It is doubtful that one corridor crossing this area will address the congestion concerns in the future. In fact, it will likely add to the problems in the future, as development and growth in currently rural areas expands and sprawls away from urban areas due to the improved access of the Coastal Connector.

Fourth, the study states the Coastal Connector is needed improve Hurricane Evacuation to southwest Florida and specifically the Tampa Bay area. The study indicates a 56-hour period to evacuate 2.21 million people. Assuming that the "shelter in place" policies of the past have changed and evacuating the region is necessary, FDOT's own information shows only a reduction in evacuation time of 6.5 hours. This reduction in time to evacuate a significant region of the state is a minimal improvement. The same reduction would likely be accomplished with an expansion and improvements of existing corridors, most importantly Interstate 75. Interstate 75 must be addressed immediately. Improvements in the Interstate 75 corridor would result in fewer impacts to the communities, environment, and economies of the North Central Florida Region.

The state has implemented a similar capacity adding project along the Interstate 4 corridor – the I-4 Ultimate project – that is characterized as "building a better I-4." The Alachua County Board of County Commissioner requests a similar effort that "builds a better I-75."

The County encourages FTE and the FDOT to halt the Coastal Connector study, revisit the I-75 Relief Task Force report recommendations and focus state efforts on improvements to existing corridors, as well as increased availability and utilization of alternative modes of transportation.

Sincerely,



Lee Pinkoson, Chair
Alachua County Commission
Chr18.089

LP/JLH/jlh

CC: Board of County Commissioners
Michele L. Lieberman, Interim County Manager
Sylvia Torres, Interim County Attorney
James Harriott, Deputy County Manager
Rebecca Bolan, PE, Florida's Turnpike Enterprise
Rax Jung, PE, Florida's Turnpike Enterprise
Joe Negrón, President of the Florida Senate
Richard Corcoran, Speaker of the Florida House of Representatives
Kathy Bryant, Chair of the Marion County Board of County Commissioners
Ron Kitchen, Jr., Chair of the Citrus County Board of County Commissioners
Scott Koons, Gainesville/Alachua County MTPO

Hurricane Irma

Emergency Evacuation Report and Recommendations

Prepared By:



The Florida Department of Transportation

Dated: January 2018

1.0 EXECUTIVE SUMMARY

During the period of September 5 to September 15, 2017, Florida was impacted by Hurricane Irma, one of the most powerful Atlantic hurricanes recorded in the history of the United States. An estimated 6.8 million people were ordered to evacuate, according to the Florida Division of Emergency Management (FDEM).

On October 12, 2017, Governor Scott directed the Florida Department of Transportation (Department) to examine ways to expedite emergency evacuation along the Interstate 75 (I-75) corridor, specifically between Wildwood and the Florida-Georgia state line.

The study area encompasses north central Florida with the northern boundary at the Georgia state line extending east to Interstate 95 (I-95) and west to US 98/US 19/Alt US 27. The study corridor is defined as I-75 and two parallel north/south facilities, US 98/US 19/US 27 west of I-75 and US 301 east of I-75.

The Department has conducted the analysis and identified the following:

1. Extend existing Emergency Shoulder Use (ESU) plans for feasible corridors;
2. Construct additional lanes at the I-75/Florida's Turnpike Enterprise (Turnpike) Interchange for increased throughput;
3. Fill in the gaps where there are no cameras or Dynamic Message Signs (DMS);
4. Coordinate with the Georgia Department of Transportation (GDOT);
5. Develop signal timing adjustments for signalized intersections along US 98/US 19/US 27 and US 301 to provide increased throughput during emergency evacuations;
6. Expand emergency roadside services (Road Ranger service patrols [RRSP] and wrecker services on key evacuation corridors; and
7. Identify additional methods to enhance dissemination of information to the public.

If Directed, the Department could implement the following to address to increase the efficiency of evacuations:

Additional ESU plans could be developed for these feasible corridors:

- I-75 northbound from the beginning of Alligator Alley in Fort Lauderdale through Fort Myers to the Georgia State Line
- Turnpike Mainline (SR 91) northbound from Orlando to I-75
- I-95 northbound from the City of Jupiter at SR 706 (West Indiantown Road) to south of Jacksonville at CR 210)
- I-10 westbound from I-75 to US 221 east of Tallahassee

ESU feasibility can also continue to be evaluated for the Turnpike Mainline from Palm Beach to Orlando. The interchange of I-75 and the Turnpike Mainline in Wildwood will still be under construction at the start of the 2018 hurricane season. Once construction is complete in summer of 2019, the improved interchange will address weaving or lane changes between the interstate and the Turnpike Mainline traffic as well as add two auxiliary lanes to the Turnpike Mainline northbound movement. The segments of I-75

from Wildwood to the Georgia state line currently without roadside devices such as cameras and DMS could be available by next hurricane season. The Department could also increase its coordination with Georgia for evacuation route planning and implementation. The use of the US 98 / US 19 / US 27 corridor and US 301 were determined to provide increased throughput during emergency evacuations. The Department could modify the signal timing along these corridors for increased traffic flow to assist in expediting evacuation. Building on the success of the methods used during Hurricane Irma, public outreach could also be improved to enhance public information on route choices.

2.0 INTRODUCTION

On October 12, 2017, Governor Scott directed the Florida Department of Transportation (Department) to examine ways to expedite emergency evacuation along the Interstate 75 (I-75) corridor, specifically between Wildwood and the Florida-Georgia state line, during emergencies such as hurricanes. A copy of the news release containing the Governor's direction is in **Appendix A**.

The purpose of this report is to identify actions the Department could implement, both prior to next hurricane season and longer-term actions, to expedite large scale evacuations during emergencies in a safe and efficient manner.

2.1 Study Area

The study area is broader than the corridor Governor Scott has targeted in his directive because of the effect the traveling public and tributary roadways have on reaching the I-75 corridor north of Wildwood. Therefore, the study area encompasses north central Florida with the northern boundary at the Florida-Georgia state line extending east to Interstate 95 (I-95) and includes eighteen counties: Alachua, Bradford, Clay, Citrus, Columbia, Dixie, Duval, Flagler, Hamilton, Jefferson, Levy, Madison, Marion, Nassau, St. Johns, Sumter, Taylor, and Volusia. The following major north/south facilities included in the study area are:

- I-75 from Wildwood to the Florida-Georgia state line;
- I-95 from I-4 to the Florida-Georgia state line;
- US 98/US 19/US 27 from Citrus County to Interstate 10 (I-10);
- US 27 from Ocala to US 98/US 19/US 27; and
- US 301/441 from south of Wildwood to north of Ocala.

The study area is shown in *Figure 1*.



Figure 11. Alternative Corridor Signalized Intersections

3.4 Emergency Shoulder Use (ESU): Transition from One-Way (Contra-Flow) Operations

The previous plan for required large scale emergency evacuations was a one-way northbound operation of all lanes on the interstate. Although never implemented, the plan would have required maintenance crews to provide traffic cones, barriers, signs, and arrow boards to alert the motorists of the closure and operations. Once in operation, there would have been no allowance for pre-staging of first responder’s assets. The operation would have:

- Been limited to day-light hours only, used wrong-way driving;
- Had fixed predefined entrance and exit points;
- Impeded incident management response; and
- Slowed the mobility of resources (fuel, water, food, necessities) for evacuation, preparation, and recovery in the projected impact region.

This plan also would have required law enforcement officers to keep motorists from traveling in the southbound direction during one-way operation. All major arterials with ramps entering the interstate in the southbound direction would have to be closed with law enforcement officers staged at each closure.

After the 2016 Hurricane Season, the Department evaluated use of shoulders on interstates in the event of an evacuation. Interstate shoulders on I-10, I-4, I-75, and the Turnpike Mainline were evaluated to determine the feasibility of ESU.

Computer simulation modeling was performed and ESU had comparable results with one-way (contraflow) operations. ESU was shown to provide many benefits including:

- Allowing fuel delivery to evacuation areas in the opposite direction of the evacuation,
- Resource staging for quick post storm recovery
- Adjustable entrance and exit points based on observed congestion
- Less law enforcement and maintenance personnel
- Effective movement of law enforcement and response vehicles in both directions
- Interchanges remain open and operational
- Start ESU implementation sooner and operates continuously (24-hour).

Emergency shoulder use was deemed feasible on I-4, I-75, and the eastern portion of I-10, and operation plans were developed.

4.0 HURRICANE IRMA EMERGENCY SHOULDER USE (ESU)

A state of emergency for all 67 counties in Florida was declared by Governor Scott on September 4, 2017 to ensure ample time, resources, and preparatory actions for Florida's residents and visitors to safely evacuate from harm's way. On September 8, 2017, a mandatory evacuation was called by Miami-Dade County, Broward County and Monroe County in advance of Hurricane Irma. Tolls were suspended throughout the State to support evacuation orders (see **Appendix B** for the associated news release). Due to anticipated increased volumes of motorists ESU was implemented as follows:

- I-75 northbound from Wildwood to CR 136 north of I-10 on September 7, 2017 at approximately 8:00 pm.
- I-75 northbound extended north to the Florida-Georgia state line on September 8, 2017 at approximately 8:00 am
- I-75 northbound extended south of Wildwood about 2 miles on September 8, 2017, at approximately 1:00 pm
- I-75 northbound was terminated on September 9, 2017 at approximately 11:00 am
- I-4 eastbound was implemented from 50th Street in Tampa to the Western Beltway (SR 429) in Orlando on September 9, 2017 at approximately 3:00 pm

- I-4 eastbound was extended east to Central Florida Greenway (SR 417) on September 9, 2017 at approximately 4:00 pm after observing drivers were continuing to use the shoulder
- I-4 eastbound was terminated on September 9, 2017 at approximately 8:00 pm.

During the implemented ESU operations, hurricane response and recovery support, including out-of-state resources, could travel in the opposite direction of the evacuating traffic to pre-position their assets. Transportation Management Center (TMC) staff and State Emergency Operations Center (SEOC) staff (the Department and FHP) continuously monitored traffic conditions using available traffic cameras and vehicle counters. Real-time monitoring allowed the TMC operators to dispatch emergency response vehicles to clear stranded or disabled motorists. During the I-75 ESU operation, eighteen (18) Emergency Roadside Assistance Vehicles (Road Ranger Service Patrols) assisted 506 motorists. During the I-4 ESU operation six (6) Emergency Roadside Assistance Vehicles (Road Rangers) assisted 26 motorists.

Post storm, the I-75 bridge over the Santa Fe River was threatened with potential flooding. Detour Plans were developed and Florida Department of Transportation (FDOT), Georgia Department of Transportation (GDOT), and Florida Highway Patrol (FHP) resources were on standby to close I-75 and implement detours if the river impacted the bridge. This required an extensive amount of rapid coordination between FDOT, FHP, emergency responders, local law enforcement, and GDOT. The Santa Fe River did not impact the I-75 bridge. However, it did flood US 441 in Payne's Prairie, US 41, US 27, and SR 47. As of January 30, US 441 still has one lane closed in each direction. See **Appendix C** for the associated news releases and detour map.

4.1 Other Interstates and Parallel Corridors

I-10 was not activated for ESU, however illegal use of the shoulder was observed along I-10 west of the of the I-75/I-10 interchange. Congestion was observed at signalized intersections and driveway access to gas stations along the US 301/US 441 and the US 19/US 98/US 27 corridors. Based on observations, I-95 appeared to experience less than typical interstate speeds with some congestion at the interchange of I-95 and I-4.

4.2 Public Information for Emergency Shoulder Use (ESU)

The Department utilized multiple communication platforms to promote ESU during the evacuation. This included Florida 511, which is the Department's official website/mobile application for real-time traffic information. During the evacuation on the morning of September 9, the Florida 511 web site (www.fl511.com) set a record with 28,441 concurrent users.

The Department posted the message for ESU on Dynamic Message Signs (DMS) and coordinated with Google and Waze to communicate the option of ESU within their mobile applications. News releases were distributed to applicable media as well as social media alerts via the Governor's, FDEM's, and Department's Twitter and Facebook pages. See **Appendix D** for the I-75 and I-4 ESU news releases.

4.3 Lessons Learned

With an estimated 6.8 million people ordered to evacuate, both the I-75 and I-4 ESU operations helped emergency evacuees get to safety well in advance of tropical force winds arriving, while still allowing emergency responders to travel in the opposite direction. Although minor collisions involving rear-end and side swipe crashes did occur, there were no fatalities. The ESU operation was implemented without a major disruption to traffic flow and interchanges remained open for drivers to access food and fuel. The reduced number of law enforcement personnel required to support ESU allowed for more law enforcement staff to focus on other storm preparation needs.

At the beginning of the implementation of I-75 ESU, managing driver behavior was challenging because it was difficult to get drivers to use the shoulder. After additional FHP direction and public messaging, the shoulder became well-utilized. Most drivers on I-75 complied with the end of ESU message on the Portable Message Signs (PMS). However, on I-4, some drivers continued to use the shoulder past the end ESU signs and additional troopers were staged at the terminus to alert drivers the ESU operations were ending.

An "accordion effect" was observed with heavy congestion followed by pockets of free flow conditions on both I-75 and I-4 during the ESU operation. There was also observed congestion at the Florida-Georgia state line due to the termination of ESU. On I-75, while all roadway construction activities were suspended prior to evacuation orders, a major construction project south of the I-75/Turnpike interchange caused shoulder closures along the evacuation route. Congestion was also observed at the I-75/Turnpike interchange extending to the exit to SR 44 in Wildwood.

At the request of FHP, the Turnpike implemented signage for the following alternative route from the Turnpike Mainline northbound to I-75 northbound:

- The Turnpike Mainline exit at US 301 for 13 miles north
- 132nd Street for 1 mile west, from US 301 to SR 484
- SR 484 west for 6 miles to I-75.

The use of additional emergency roadside services (Road Ranger service patrols [RRSP] and wrecker services) on I-75 and I-4 was instrumental in successful implementation and management of ESU. Roadside traffic cameras provided live views of roadway conditions that allowed TMC operators to immediately dispatch responders to aid stranded motorists. The cameras also allowed the State Emergency Operations Center visibility of the roadways to support public messaging.

5.0 PLANNED IMPROVEMENTS

The interchange of I-75 and the Turnpike Mainline in Wildwood will still be under construction at the start of the 2018 hurricane season. Once construction is complete in summer of 2019, the improved interchange will address weaving movements by providing new braided ramps for the I-75 northbound to SR 44 exit and the southbound I-75 to the Turnpike Mainline southbound entrance. The new braided ramp carrying northbound traffic from I-75 to the SR 44 exit reduces the “weave” or lane changes between the interstate and the Turnpike Mainline traffic, and is scheduled to be open to traffic in summer of 2019. Also, there will be two auxiliary lanes added to the Turnpike Mainline northbound movement where it merges with I-75 northbound traffic. The auxiliary lanes will end just south of the I-75/SR 44 interchange. North of the interchange, two auxiliary lanes will carry traffic coming on I-75 from SR 44 and transition back to three through lanes on northbound I-75.

Figures 15 and 16 illustrate the existing interchange configuration versus the interchange configuration once construction is complete. Figure 17 illustrates the number of future lanes after construction is finished.

The Truck Parking Availability System (TPAS) is an ITS subsystem that will provide real-time parking information to commercial vehicle operators at all rest areas, weigh stations and welcome centers. The system includes camera coverage of the truck parking areas which could be utilized during emergency evacuation for monitoring of the facility. The system also includes roadside signs which display the available parking for commercial vehicles. The system will be complete along portions of I-95 prior to the 2018 hurricane season. The Department is also in the process of interconnecting the interstate weigh stations on a fiber optic network to increase the efficiency of truck freight movement. This interconnectivity can be leveraged to facilitate efficiency during emergency response, including fuel distribution and utility staging at the weigh stations.

6.0 NEXT STEPS

6.1 Public Information Dissemination Enhancements

Public information and information dissemination are critical components to a safe and efficient evacuation. The Department's Florida 511 website was extensively used during the evacuation. However, the website system was only designed for 25,000 concurrent users, and while the system stayed operational, performance was slow. The Department is prepared to research options to enhance the system design to accommodate higher concurrent user sessions. In addition, the Department is already enhancing its partnerships with Google and Waze.

The Department will continue to provide public outreach and information describing the benefits of ESU for Florida during an emergency evacuation. Providing outreach and messaging for open and available shelters is also necessary. While the Department utilized the American Red Cross system during the Hurricane Irma evacuation, opportunities to use DMS and PCMS for additional shelter messaging will be investigated. A communication plan on evacuations and shelters could also be developed in coordination with Florida Division of Emergency Management (FDEM).

6.2 Expansion of Emergency Shoulder Use (ESU)

In preparation for the 2018 hurricane season, the Department is ready to analyze the feasibility of ESU expansion. Interstate facilities with three or more travel lanes in each direction could be investigated for feasibility of inside shoulder use, because the width is typically designed for ten-foot (*Figure 3*). Further, interstate facilities with two travel lanes in each direction could be investigated for feasibility of outside shoulder use, because the inside shoulder is not wide enough to support vehicular travel (*Figure 19*). In general, it is preferable to use the inside shoulder for emergency use, to avoid conflicts with interchange entrance and exit ramps, rest areas and weigh stations.

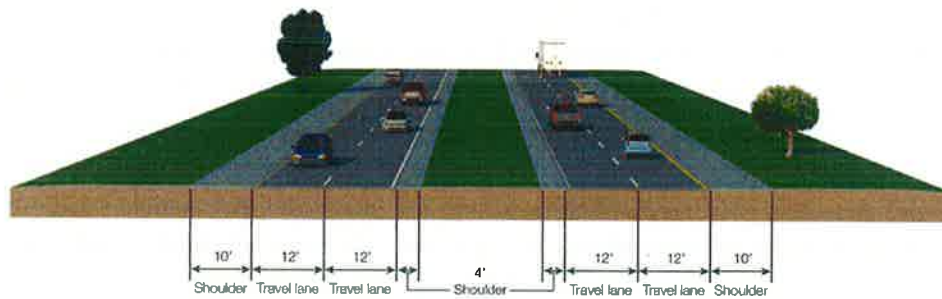


Figure 19. Four-Lane Interstate Typical Section.

Based on the detailed analysis, additional ESU plans could be developed and completed prior to the 2018 hurricane season for the following corridors:

- I-75 northbound from Fort Lauderdale to the Florida-Georgia state line, inside shoulder
- I-75 southbound from Georgia state line to Alligator Alley, inside shoulder
- Turnpike Mainline from Orlando to I-75, outside shoulder
- I-95 NB from north of Palm Beach to the Florida-Georgia state line, inside shoulder
- I-10 from Jacksonville to east of Tallahassee, outside shoulder

ESU feasibility could also be evaluated on the Turnpike Mainline from Fort Pierce to Orlando.

Additional coordination with GDOT regarding the transition of ESU on I-75 in South Georgia could be held to avoid back-ups into Florida, before the start of the 2018 Hurricane Season.

It was determined that I-10 from east of Tallahassee to the Florida/Alabama state line is not feasible. Due to the rolling terrain associated with the Florida panhandle, this roadway section has a concrete gutter along the outside edge of the shoulder to capture storm water from the roadway and prevent erosion. This shoulder gutter narrows the usable shoulder width, preventing ESU.

6.3 Parallel Corridors

The Department is prepared to deploy on I-75 “Florida’s Regional Advanced Mobility Elements” (FRAME) projects to test emerging connected and automated vehicle technologies. The FRAME projects would evaluate how to better manage, operate and maintain the transportation system using roadside units along I-75 and adaptive signal control technologies along US 301 in Ocala and US 441 in Gainesville. These technologies would be available for use in disseminating real-time information to motorists in the event of an emergency evacuation.

The Department is prepared to study the feasibility of using US 301 as an alternate route to decrease traffic demand at the I-75/Turnpike interchange. This may involve a longer term need to widen the 2.5-mile two-lane section of US 301 or construct bypass routes. In the interim, the Department will also research the feasibility of deploying one-way northbound operation of the 2 lane US 301 section during emergency evacuation, requiring close coordination with the Florida Highway Patrol and the Marion County Sheriff’s Office.




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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Unified Planning Work Program - Federal Approval

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has been notified that its Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program is approved by the Federal Highway Administration and Federal Transit Administration. Exhibit 1 is a copy of the letter of approval.

Attachment

EXHIBIT 1



Federal Highway Administration
Florida Division Office
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312
(850) 553-2201
www.fhwa.dot.gov/fldiv

Federal Transit Administration
Region 4 Office
230 Peachtree St, NW, Suite 1400
Atlanta, Georgia 30303
(404) 865-5600

June 15, 2018

RECEIVED

JUN 15 2018

Ms. Karen Taulbee
Planning Manager
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204

**NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL**

Dear Ms. Taulbee:

The following is in response to your staff's transmittal of the Final Fiscal Year (FY) 2018/19 - 2019/20 Unified Planning Work Program (UPWP) for our review that was developed and adopted by the Gainesville Metropolitan Transportation Planning Organization (MTPO) in coordination with the Florida Department of Transportation (FDOT), the local transit service provider, and other area planning process participants.

Upon our review of the Final UPWP, we have determined that the document satisfies the requirements of 23 United States Code (U.S.C.) 134, 49 U.S.C. 5303, 23 Code of Federal Regulations (CFR) Part 420, 49 CFR Part 18 and other pertinent legislation, regulations, and policies.

Please ensure that the following Scope of Services for planning contracts and individual task work orders on continuing service contracts identified in the following tasks are sent to the Federal Highway Administration (FHWA) for review and approval: Task 4.0 General Planning Consultant.

Late in the UPWP development process questions arose regarding how FDOT and the MPOs document transfers of funding for tasks that cross MPO areas. As a result, the documentation of these transfers is not consistent throughout the state. After July 1, 2018, changes will need to be made to the UPWP regarding the tasks and budget tables detailing the MPO's transfer of funds to FDOT or another MPO, if such tasks are included in the UPWP. FHWA will work with the MPO and FDOT to provide assistance in order to resolve this issue by October 31, 2018.

As delegated in the January 2011 Memorandum of Agreement between the FHWA, Florida Division and the Federal Transit Administration (FTA), Region IV for Administration of Transportation Planning and Programming, the FHWA approves the MPO's FY 2018/19 - 2019/20 UPWP submitted by your office.

The FY 2018/19 – 2019/20 UPWP reflects \$845,041 of Metropolitan Planning funds (PL) for 2018/19 and \$487,633 of PL funds for 2019/20. The funds for FY 2018/19 are available upon an approved authorization. Expenditure invoicing and progress reports should be submitted quarterly, with copies to the FHWA. Expenditures incurred without prior authorization will not be reimbursed.

The funds for FY 2019/20 will not be available for use until July 1, 2019, and may need to be adjusted prior to this date to accurately reflect the federal funds available to the MTPO at that time. Close-out of the federal funds shall occur 90 days after the end of FY 2019/20 state fiscal year (by September 30, 2020). Any exception to this timeframe must have prior approval by the FHWA.

We appreciate your staff's efforts in the development and review of this MTPO's UPWP. If you have any questions, please feel free to contact Ms. Teresa Parker via email Teresa.parker@dot.gov or via telephone 407-867-6415.

Sincerely,



FOR: James Christian, P.E.
Division Administrator
Federal Highway Administration

cc: Mr. Scott Koons, Gainesville MTPO
Ms. Mary Schwabacher, FDOT District 2
Ms. Teresa Parker, FHWA
Ms. Stacie Blizzard, FHWA
Ms. Karen Brunelle, FHWA
Ms. Parris Orr, FTA Region 4
Ms. Carrie Thompson, FDOT (MS-21)
Mr. Mark Reichert, FDOT (MS-28)
Mr. Alex Gramovot, FDOT (MS-28)




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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Collaborative Process for Federal Performance Measures

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act continues the implementation of the performance measures federal legislation.

To implement performance measures within Florida, a collaborative process amongst the Federal Highway Administration, Florida Department of Transportation and the 27 Florida metropolitan planning organizations through the Florida Metropolitan Planning Organization Advisory Council has been developed and transmitted to the Federal Highway Administration. Exhibit 1 is an email from the Florida Metropolitan Planning Organization Advisory Council Executive Director. Exhibit 2 includes a copy the Florida Department of Transportation transmittal letter and Transportation Performance Measures Consensus Planning Document.

Attachments

T:\Scott\SK18\MTPO\Memo\perf_measures_collaborative_process_jun25_mtpo.docx

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

EXHIBIT 1

From: [Scott Koons](#)
To: [Mike Escalante](#)
Subject: FW: Correspondence - Collaborative Process for Federal Performance Measures
Date: Tuesday, May 29, 2018 8:30:56 AM
Attachments: [Joint Transmittal Letter and Consensus Document to FHWA.pdf](#)
[image002.png](#)

From: Mikyska, Carl [mailto:Carl.Mikyska@dot.state.fl.us]
Sent: Friday, May 25, 2018 6:10 PM
Subject: FW: Correspondence - Collaborative Process for Federal Performance Measures

Dear MPOAC Staff Directors,

The attached letter was transmitted to FHWA today. This is the document outlining the roles and responsibilities of the Florida MPOs and Florida DOT for reporting of measures and setting targets in the implementation of the Transportation Performance Measures. Each of you has an agreement locally with your local units of government and transit provider(s) as required by F.S. 339.175(10) which is referenced in this document as the manner in which those local units of government and transit providers are brought into the efforts undertaken to meet the requirements of Transportation Performance Measures.

I thank you very much for the input you provided at the Florida Metropolitan Planning Partnership meeting late last year and the additional input provided at the February 01, 2018 MPOAC Staff Directors meeting. Your input and collaboration was very helpful in shaping this document.

I look forward to seeing everyone at the MPOAC Meetings on June 07, 2018 in Orlando.

Thank you,

CARL MIKYSKA, EXECUTIVE DIRECTOR
MPOAC
605 SUWANNEE STREET, MS 28B
TALLAHASSEE, FL 32399-0450

carl.mikyska@mpoac.org
850/414-4062

From: Lee, Beth On Behalf Of Dew, Mike
Sent: Friday, May 25, 2018 12:47 PM
To: Christian, James <james.christian@dot.gov>
Cc: Byron, Tom <Tom.Byron@dot.state.fl.us>; Reichert, Mark <Mark.Reichert@dot.state.fl.us>; Wood, Jim M. (CO) <Jim.m.Wood@dot.state.fl.us>; Mikyska, Carl <Carl.Mikyska@dot.state.fl.us>; Parfitt, Jenniffer <jenniffer.parfitt@dot.state.fl.us>
Subject: Correspondence - Collaborative Process for Federal Performance Measures

James –

Please see attached correspondence.

Thank you -

Beth Lee

Office of Shannan Schuessler, Chief of Staff
Florida Department of Transportation
Phone: 850-414-4581



EXHIBIT 2



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

May 25, 2018

Mr. James Christian, Division Administrator
Florida Division, Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Dear Mr. Christian,

We are pleased to transmit the attached statement of our “Collaborative Process for Federal Performance Measures” pursuant to 23 CFR 450.314(h)(2). This document was prepared by the Florida Department of Transportation (FDOT) and Florida’s 27 Metropolitan Planning Organizations (MPOs) through the MPO Advisory Council (MPOAC). Each MPO is responsible for coordinating with its board and committees in the development and implementation of this document. This includes the providers of public transportation in MPO planning areas, through their participation on MPO boards and committees and in metropolitan planning activities as documented in agreements required of each MPO in Section 339.175(10), Florida Statutes.

This document is intended to assist with initial implementation of the Transportation Performance Management requirements. It is anticipated that this document will be revised over time as FDOT and the MPOAC work cooperatively to fully implement all applicable federal requirements.

Whether through annual Florida Metropolitan Planning Partnership meetings or the continuous efforts of so many to develop the state’s long-range transportation plan (the Florida Transportation Plan) and our coordinated and prioritized Work Program, Florida enjoys a strong history of effective collaboration in state and metropolitan transportation planning. FDOT and the MPOs have been coordinating regarding performance measures for several years in preparation for meeting federal requirements. A 2018 Transportation Research Board Annual Meeting session moderated by the Federal Highway Administration and the Federal Transit Administration highlighted the model performance partnership between FDOT and Florida’s MPOs. The attached process is the next step in that effort, documenting our cooperative approach to developing and reporting federal transportation performance measures and targets.

May 25, 2018

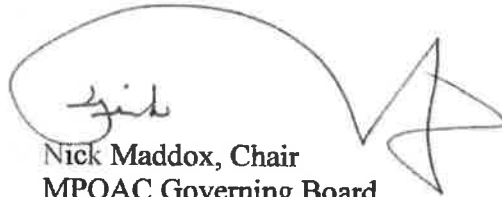
Page 2 of 2

We look forward to our future work together in delivering Florida's high performing transportation system.

Sincerely,



Mike Dew, Secretary
Florida Department of Transportation



Nick Maddox, Chair
MPOAC Governing Board

Cc: Tom Byron, Assistant Secretary for Strategic Development, FDOT
Jim Wood, Chief Planner, FDOT
Carl Mikyska, Executive Director, MPOAC
Executive Directors of Florida's 27 MPOs

Transportation Performance Measures Consensus Planning Document

Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Part 450 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”
- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

FDOT and the MPOAC agree that email communications shall be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning.

1. Transportation performance data:

- a) FDOT: FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹²
- b) MPOs: Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will set their respective performance targets in coordination with one another. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication.

- a) FDOT: FDOT will establish a statewide target for each applicable federally required performance measure.
 - i. FDOT will provide each MPO and relevant provider of public transportation, as applicable, an opportunity to provide comments on proposed statewide targets prior to FDOT's establishment of statewide targets.
 - ii. FDOT will provide written notice to the MPO when FDOT sets a target. This notice will provide the targets and the date FDOT set the target, which will begin the 180-day time-period during which the MPO must set performance targets.

¹ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

² If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

- b) MPOs: Each MPO will establish a target for each applicable federally required performance measure and provide the selected target to FDOT. To the extent possible, MPOs will establish their targets through existing processes including, but not limited to, the annual transportation improvement program update. For each performance measure, an MPO will have the option of establishing a target by either³:
- i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the transportation improvement program) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide target for that performance measure.
 - ii. Choosing to set its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to set its own target, the MPO will develop the target in coordination with FDOT and, as applicable, providers of public transportation. The MPO will provide FDOT and, as applicable, providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the transportation improvement program) that includes the target and when the MPO sets its target.
 - iii. Public transportation related targets: FDOT and the MPOAC recognize the role of providers of public transportation in MPO planning areas in meeting federal performance management requirements for transit asset management and transit safety (final rule pending). The transit asset management requirements are being implemented through the transit asset management plans being developed by Tier I providers of public transportation and by FDOT on behalf of participating Tier II providers. FDOT will notify MPOs and participating Tier II providers following establishment of transit-related targets in the Group Transit Asset Management Plan. Each MPO will provide to FDOT documentation of whether it agrees to support these targets, or choose to develop its own targets. Specific coordination processes between MPOs and providers of public transportation are defined in existing Intergovernmental Coordination and Review agreements or can be defined in funding agreements, as appropriate.

3. Reporting performance targets:

- a) FDOT: FDOT will provide its established performance targets to either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) as mandated by the federal requirements. FDOT will notify the MPOs when it reports final statewide targets.

³ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

May 25, 2018

- i. FDOT will include applicable information outlined in 23 CFR 450.216 (f) in any statewide long-range transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
 - ii. Reporting of targets and performance by FDOT will conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.
 - b) MPOs: Each MPO will report its respective performance targets as mandated by federal requirements to FDOT in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent possible, MPOs will report their targets through existing processes including, but not limited to, the annual transportation improvement program update.
 - i. MPOs will include applicable information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan long-range transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
 - ii. Reporting of targets and performance by the MPOs will conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
 - a) FDOT: FDOT will provide to FHWA or FTA as designated, and share with each MPO, the transportation performance data for the state showing the progress being made towards attainment of each target set by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) MPOs: Each MPO will provide to FDOT on an annual basis transportation performance data for the MPO showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent possible, MPOs will report progress through existing processes including, but not limited to, the annual transportation improvement program update.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
 - a) FDOT: FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.



June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: State Highway System Roundabouts Status Report

STAFF RECOMMENDATION

No Action Required

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 approved a motion to:

1. *Request an evaluation for a roundabout as part of the State Road 121 (NW 34th Street) at NW 53rd Avenue Traffic Signal Update project (4343971) and if warranted construct a roundabout; and*
2. *Refer potential double-lane roundabouts to its advisory committees.*

Exhibit 1 is the Florida Department of Transportation response letter to the request by the Metropolitan Transportation Planning Organization to evaluate the intersection. Exhibit 2 includes the Florida Department of Transportation Manual on Intersection Control Evaluation. Exhibit 3 includes additional materials provided by the Florida Department of Transportation.

At its June 6, 2018 meeting, the Technical Advisory Committee initiated discussion of double -lane roundabouts on the State Highway System and then tabled further discussion so that technical staffs could do further research.

Attachments

EXHIBIT 1



STW
ME

Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

1109 South Marion Avenue
Lake City, Florida 32025-5874

**MIKE DEW
SECRETARY**

May 21, 2018

RECEIVED

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

MAY 24 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

RE: State Highway System Roundabout
State Road 121 (NW 34th Street) at NW 53rd Avenue Intersection

Dear Chair Budd:

We are in receipt of your letter dated April 23, 2018 requesting the Florida Department of Transportation (FDOT) evaluate the intersection of State road 121 (NW 34th Street) at NW 53rd Avenue for a roundabout.

Currently, FDOT has project 4343971 programmed for a traffic signal update in FY 2020. Based on the Board's request, FDOT will evaluate the intersection for a roundabout.

Sincerely,

Greg Evans
District Two Secretary

From: Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]
Sent: Wednesday, May 23, 2018 3:21 PM
To: Mike Escalante
Cc: Scott Koons
Subject: FDOT ICE manual

Mike,

The Intersection Operations and Safety for intersection controls now includes a process called Intersection Control Evaluation (ICE). Whenever FDOT is scoping a project for a traffic signal installation or replacement, which provides a consistent approach to consider intersection alternatives based on metric criteria.

The FDOT Topic is available at the link below. For reference, it is Topic No.750-010-003, Manual on Intersection Control Evaluation.

http://www.fdot.gov/traffic/trafficservices/Studies/MICE/FDOT%20ICE%20Manual_FINAL_11011766.pdf

The ICE process replaces the FDOT Roundabout evaluation process. Chapter 2.3 of the manual addresses when the ICE process is applicable.

Table 1 of the manual explains the Agency or Parties that are applicable to submit ICE forms for review.

Karen Taulbee, AICP

Urban Planning Manager

904-360-5652

Karen.Taulbee@dot.state.fl.us

From: Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]
Sent: Wednesday, June 13, 2018 3:27 PM
To: Scott Koons
Cc: Mike Escalante; Schwabacher, Mari; Scott, Jeffrey; Ausher, Jerry
Subject: Follow up on Intersection Control Evaluation (ICE) process
Attachments: ICE-Bulletin-TEOB17-04-RDB17-16.pdf

Scott,

As a follow up to the Gainesville TAC committee discussion of June, 6, staff is providing additional information on the ICE (intersection control evaluation) implementation.

We have further clarification of the Bulletin and when ICE is process is utilized. Specifically, it is important to note that a roundabout is just one intersection alternative that is considered in the ICE process. Full ICE implementation isn't required until 2020. Currently, for all new traffic signals, District Traffic Operations is completing the ICE process.

To identify existing signalized intersections on two-lane roadways that could be converted to roundabouts, identification of those with the highest crashes should be the starting point.

In addition, #1 and #2 below provide the key criteria to determine when ICE process is required, and when not required:

(1) An ICE is required when:

- (a) New signalization is proposed;
- (b) Major reconstruction of an existing signalized intersection is proposed (e.g., adding a left-turn lane for any approach; adding an intersection leg);
- (c) Changing a directional or bi-directional median opening to a full median opening;
- (d) Driveway Connection permit applications for Category E, F, and G standard connection categories (defined by average daily trips thresholds in Rule 14-96.004, F.A.C.) add, remove, or modify a traffic signal; or
- (e) District Design Engineer (DDE) and District Traffic Operations Engineer (DTOE) consider an ICE a good fit for the project.

(2) An ICE is not required for intersection projects if any of the following apply:

- (a) Work involved does not include any substantive proposed changes to an intersection (e.g., a project limited to only "mill and resurface" pavement with no change to intersection geometry or control; converting a 2-way stop intersection to a 4-way stop intersection; changing a full median opening to a directional median opening).
- (b) Minor intersection operational improvements (such as adding right-turn lanes or changing signal phasing) or signal replacement projects where the primary purpose is to upgrade deficient equipment and installations.

We hope this helps clarify the ICE process criteria.

Karen Taulbee, AICP

Urban Planning Manager

904-360-5652

Karen.Taulbee@dot.state.fl.us



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**




605 Suwannee Street
Tallahassee, FL 32399-0450

**MICHAEL J. DEW
SECRETARY**

TRAFFIC ENGINEERING AND OPERATIONS BULLETIN 17-04
ROADWAY DESIGN BULLETIN 17-16
OFFICE OF ENVIRONMENTAL MANAGEMENT BULLETIN 17-03

DATE: November 1, 2017

TO: District Directors of Transportation Operations, District Directors of Transportation Development, District Design Engineers, District Consultant Project Management Engineers, District Maintenance Engineers, District Roadway Design Engineers, District Traffic Operations Engineers, District Program Management Engineers/Administrators, District Planning Managers

FROM: V. Y. "Trey" Tillander III, P.E., State Traffic Operations Engineer 
Michael Shepard, P.E., State Roadway Design Engineer 
Jason Watts, Director, Office of Environmental Management 

COPIES: Brian Blanchard, Tom Byron, Courtney Drummond, Jim Wood, Tim Lattner, Rudy Powell, Jason Watts, Dan Scheer, Gregory Schiess, Stefanie Maxwell, Lora Hollingsworth, Alan El-Urfali, Kevin Burgess (FHWA), Nick Finch (FHWA), Chad Thompson (FHWA), Frank Corrado (FHWA), Bren George-Nwabugwu (FHWA)

SUBJECT: Manual on Intersection Control Evaluation (ICE) (Topic No. 750-010-003)
Training and Implementation Plan

This bulletin announces the release of the 2018 Manual on Intersection Control Evaluation (ICE), which is available on the Traffic Engineering and Operations Office website at the following link: http://www.fdot.gov/traffic/TrafficServices/Intersection_Operations.shtm

The ICE procedure includes the following documents available for conducting a complete ICE analysis:

1. Manual on ICE (Topic No. 750-010-003)
2. Analysis tools for ICE:
 - a. FDOT-modified Capacity Analysis at Junctions (CAP-X) which provides generalized capacity information as part of the initial ICE stage.

- b. Safety Performance for ICE (SPICE) for safety performance evaluations, which are required for stages 1 and 2 of the ICE process.
 - c. FDOT ICE Tool for comparing life-cycle costs of top alternatives during the final stage.
3. FDOT-modified default Synchro® templates for alternative intersection types.

BACKGROUND

In 2015, Florida ranked as the #1 state in the country with the most intersection-related traffic fatalities. With over 30 percent of all traffic fatalities occurring from intersection-related crashes, the Florida Strategic Highway Safety Plan (SHSP) identifies intersection safety as one of the top emphasis areas for the state. In response to this call to action, and with direction from leadership, FDOT has developed an Intersection Control Evaluation (ICE) manual to aid in this effort.

The FDOT ICE manual includes new tools to assist the Department to consistently and quantitatively evaluate and select the best value alternative for intersection control when considering intersection modifications. The purpose of the ICE manual is to evaluate alternative intersection controls or types, and rank them according to operational efficiency, safety performance, and context classification.

COMMENTARY

Implementing the full requirements of the ICE manual after adoption potentially has an impact on project delivery; therefore, the ICE implementation plan has been developed to assist districts in transitioning to full ICE requirements within three years.

IMPLEMENTATION

The implementation plan outlined below provides the framework for training and establishing a minimum number of ICE intersection targets programmed for improvements each year over the next 3 years. After the 3-year implementation plan is complete, Quality Assurance Reviews (QAR) will incorporate the ICE requirements to further assist with implementation at the district level.

2018: Training and Acclimation

Implementation Focus: District Training

The first year implementation will consist of training and evaluating two (2) intersections per district. The training workshops will be held at each district headquarters and will begin in January

2018. The training will provide hands-on ICE practice for the district personnel and consultants on using the ICE manual, CAP-X, SPICE and FDOT ICE analysis tools.

Districts are encouraged to identify and conduct additional ICE analysis if they chose to do so. Central Office Traffic Operations will provide guidance for identifying and assisting districts with conducting any additional ICE analysis

***2019: Districts Identify & Conduct ICE Analysis for Additional Locations
Implementation Focus: Refine ICE Processes***

During year 2 of the ICE implementation plan, districts identify and evaluate a minimum of three (3) projects. This effort will further familiarize the districts with the triggers and requirements when conducting an ICE analysis. Therefore, it is recommended that one project is selected from each of the following offices or focus areas for year 2 of the implementation plan:

- Project Development & Environment (PD&E);
- Traffic Operations; and
- Access Management / Permitting.

Districts are encouraged to select more than 3 projects to apply ICE. Central Office will provide guidance for identifying and assisting districts with conducting any additional ICE analysis.

***2020: Full ICE Procedure Implementation by Districts
Implementation Focus: Mainstream ICE Processes***

The requirements of the ICE manual procedures will be fully effective for all projects beginning January 1, 2020. District personnel involved in reviewing or conducting ICE analyses should be adequately familiar with the ICE requirements at this stage to ensure proper application.

The following requirements will be in effect:

- Districts follow ICE procedure.
- Central Office (Traffic Ops and Roadway Design) review and oversight for initial design plans; and
- Quality Assurance Reviews (QAR) will not begin until after the ICE Implementation Plan is complete (starting in year 4).

Traffic Engineering and Operations Bulletin 17-04
Roadway Design Bulletin 17-16
Environmental Management Bulletin 17-03
Intersection Control Evaluation (ICE) Procedure
Page 4 of 4

CONTACT

Traffic Engineering and Operation

Alan El-Urfali, P.E.
State Traffic Services Program Engineer
Alan.el-urfali@dot.state.fl.us
Office (850) 410-5416

Roadway Design

Paul Hiers, P.E.
Roadway Design Criteria Administrator
Paul.Hiers@dot.state.fl.us
Office (850) 414-4324

Office of Environmental Management


Victor Muchuruza, PhD, P.E.
State Environmental Development Engineer
Victor.Muchuruza@dot.state.fl.us
Office (850) 414-5269

TT/AE/hc



June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

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

STAFF RECOMMENDATION**No Action Required.**BACKGROUND

At its August 1, 2016, October 3, 2016 and December 5, 2016 meetings, the Metropolitan Transportation Planning Organization considered several options for replacing 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 a motion to select Option 1 and:

“authorize 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 its meeting on April 3, 2017, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed bikelanes along State Road 26 (West Newberry Road) between NW 52nd Terrace and NW 34th Street regarding consistency of bikelane facilities and speed zones. Following this discussion, 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.”*

Information received regarding this topic includes the following attached exhibits:

1. SIMED letter to the Florida Department of Transportation dated April 3, 2017;
2. Florida Department of Transportation response letter to SIMED dated April 19, 2017; and
3. Florida Department of Transportation State Road 26 (Newberry Road) July 12, 2018 Public Information Meeting Announcement.

Attachments

t:\scott\sk18\mntpo\memo\sr26_bikelanes_pavement_jun25_mtpo.docx

April 3, 2017

Greg Evans
Florida Department of Transportation
District Two Secretary
1109 South Marion Avenue
Lake City, FL 32025-5874

RECEIVED

MAY 18 2017

**NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL**

RE: State Road 26 On-Street Parking

Dear Secretary Evens:

It has come to my attention the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has approved a recommendation to remove the on-street parking and replace with bicycle lanes on State Road 26 in Gainesville between NW 38th Street to NW 43rd Street.

On behalf of the several hundred SIMED patients who visit us on a daily basis I encourage you to reject the MTPO recommendation. SIMED is an independent, multi-specialty health care system. Unlike other health systems in our region we are not tax exempt, and do not utilize revenues for the benefit of out-of-state corporate officers and shareholders. Our physician ownership, our employees, and our contributions to the communities we serve are one-hundred percent contained within the North Central Florida region. Our facility at 4343 W. Newberry Road (SR 26) in Gainesville provides clinical space for nearly fifty physicians and advanced care practitioners, as well as several ancillary services. The convenience of "one stop-shopping" for health care services with close proximity parking is one of the reasons for our success. Our mission is to provide a satisfying health care experience to the patients, families and communities we serve. Adequate parking is a part of the positive experience.

The building and property SIMED practices from was developed in 2004 with our parking area and number of spaces conforming to the codes. Our developer, Great Oak Properties of North Florida, LLC donated a portion of our parcel to the City of Gainesville which the city used to create the ten acre John Mahon Nature Park. Although SIMED has never encouraged or advised our employees or patients to park on SR 26 the road parking space is utilized by 50-70 vehicles at any time throughout each clinic day. If the on street parking is removed, these displaced vehicles would add to our congested parking issue, negatively affecting the healthcare experience of a few hundred patients each day (estimating each on-site SIMED parking space is utilized 4-6 times by patients throughout the day). Many of our patients come from communities and counties outside of Gainesville and Alachua County. The distances traveled are too great for them to consider biking to SIMED. Their visit to the physician is commonly a "destination visit" coupled with shopping, dining and other activities that financially benefit the local businesses and community.

At SIMED's sole expense we expanded our parking lot, and created off-site parking for a portion of our staff, and all of our management team. Prior to these moves inadequate parking was the number one complaint we received from our patients. By removing the on-street parking the DOT and the City of Gainesville will be satisfying a small handful of high performance bicyclists while sacrificing the health care experience of many thousands of people each year. These dissatisfied individuals and families will be less likely to return to SIMED, resulting in damage to one of the region's largest employers, and many smaller business that benefit from our patient's travels to Gainesville.

I would be pleased to discuss this important issue further with you or anyone on your staff you believe appropriate. You can reach me directly at 352-224-2302. Thank you for your considerations.

Wishing you the best of health,



Daniel M. Duncanson, M.D., C.P.E.

EXHIBIT 2



SK
ME

Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

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

**RACHEL D. CONE
INTERIM SECRETARY**

April 19, 2017

**Daniel N. Duncanson, M.D., C.P.E.
SIMED
4343 Newberry Road, Suite 18
Gainesville, FL 32607**

RE: State Road 26 (Newberry Road) On-Street Parking

Dear Dr. Duncanson:

Thank you for your letter regarding parking along State Road 26 (Newberry Road). The Florida Department of Transportation (FDOT) recently completed a resurfacing project that left the parking as-is; however, the Metropolitan Transportation Planning Organization (MTPO) has since requested that the parking be removed to install bike lanes (the MTPO is a joint Alachua County/City of Gainesville board tasked with setting transportation priorities on non-interstate roads in the area).

Based on the request and prioritization of the MTPO, FDOT has created a candidate project that is likely to be funded in the near future. If/when the project is funded, FDOT will identify the construction costs and number of parking spaces to be removed by location and present the findings at a public meeting prior to any final decision; however, if the community desires to have the parking remain, the best course of action is to ask the MTPO to reconsider their request prior to funding being placed on the project. The contact for the MTPO is: Mr. Scott Koons, who can be reached at (352) 955-2200 EXT 101 or koons@ncfrpc.org.

Thank you for your interest in the corridor. If you have further questions for FDOT please contact Jim Green at (904) 360-5684 or james.green@dot.state.fl.us.

Sincerely,

**Greg Evans
District Two Secretary**

**Cc: Jim Knight, P.E. – Intermodal Systems Development Manager
Karen Taulbee, AICP – Urban Planning Manager
James Green – Liaison to Gainesville MTPO
✓ Scott Koons, AICP – Executive Director, Gainesville MTPO**

RECEIVED

APR 24 2017



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*



Follow Us



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MyFDOTNEFL

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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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Department of Transportation District 2 BikePed Gap Study

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

Florida Department of Transportation District 2 recently completed a BikePed Gap Study report and map series. Exhibit 1 is a copy of the notice from the Department concerning the Study. Exhibit 2 includes excerpts from the report and map series.

The complete BikePed Gap Study report and map series can be viewed at the following website links:

http://www.fdot.gov/planning/systems/programs/sm/los/districts/district2/Bike_Ped/D2_Bike_Ped_Gaps_Study_2018_Report.pdf

http://www.fdot.gov/planning/systems/programs/sm/los/districts/district2/Bike_Ped/D2_Bike_Ped_Gaps_Study_2018_Map_Series.pdf

Attachments

t:\scott\sk18\mtpo\memo\fdot_bikeped_gap_study_jun25_mtpo.docx

EXHIBIT 1

From: [Scott Koons](#)
To: [Mike Escalante](#)
Subject: FW: FDOT District 2 Bicycle and Pedestrian Gap Study
Date: Tuesday, May 29, 2018 3:26:24 PM

From: Clem, Scott [mailto:Scott.Clem@dot.state.fl.us]
Sent: Tuesday, May 29, 2018 2:44 PM
To: Ed.Lehman@claycountygov.com; jfleet@greencovesprings.com; billk@coj.net; LSantana@coj.net; Ingles, Amy; tpope@nassaucountyfl.com; kgibson@fbfl.org; tbishop@sjcfl.us; pnguyen@sjcfl.us; dbirchim@citystaug.com; rfranklin@citystaug.com; jsheffield@northfloridatpo.com; dbunnewith@northfloridatpo.com; edejesus@northfloridatpo.com; amosley@nefrtc.com; bteepie@nefrc.org; jhays@alachuacounty.us; thomaswc@cityofgainesville.org; leistnerdl@cityofgainesville.org; bateydt@cityofgainesville.org; Scott Koons
Cc: Taulbee, Karen; Dixon, Derek
Subject: FDOT District 2 Bicycle and Pedestrian Gap Study

Dear Transportation Partners,

The Florida Department of Transportation (FDOT) has recently completed an update of the District 2 Bicycle and Pedestrian Gap Study. This purpose of this study is to identify gaps in the state roadway network for bicycling and walking. This will assist FDOT in building on the Complete Streets approach to improving the mobility for all roadway users. Existing bicycle and pedestrian facilities are identified, along with crash data and LOS analysis for each County in District 2. We hope you will also find the information useful for your own planning purposes.

The Study and map series can be found here:

<http://www.fdot.gov/planning/systems/programs/sm/los/districts/district2/default.shtm>

If you have questions, please do not hesitate to contact me, or Derek Dixon, District 2 Bike/Ped Coordinator at Derek.Dixon@dot.state.fl.us

Thanks.

Scott A. Clem, AICP

District Growth Management Coordinator
FDOT District Two
2198 Edison Avenue – MS 2806
Jacksonville, FL 32204-2730
scott.clem@dot.state.fl.us
904-360-5681

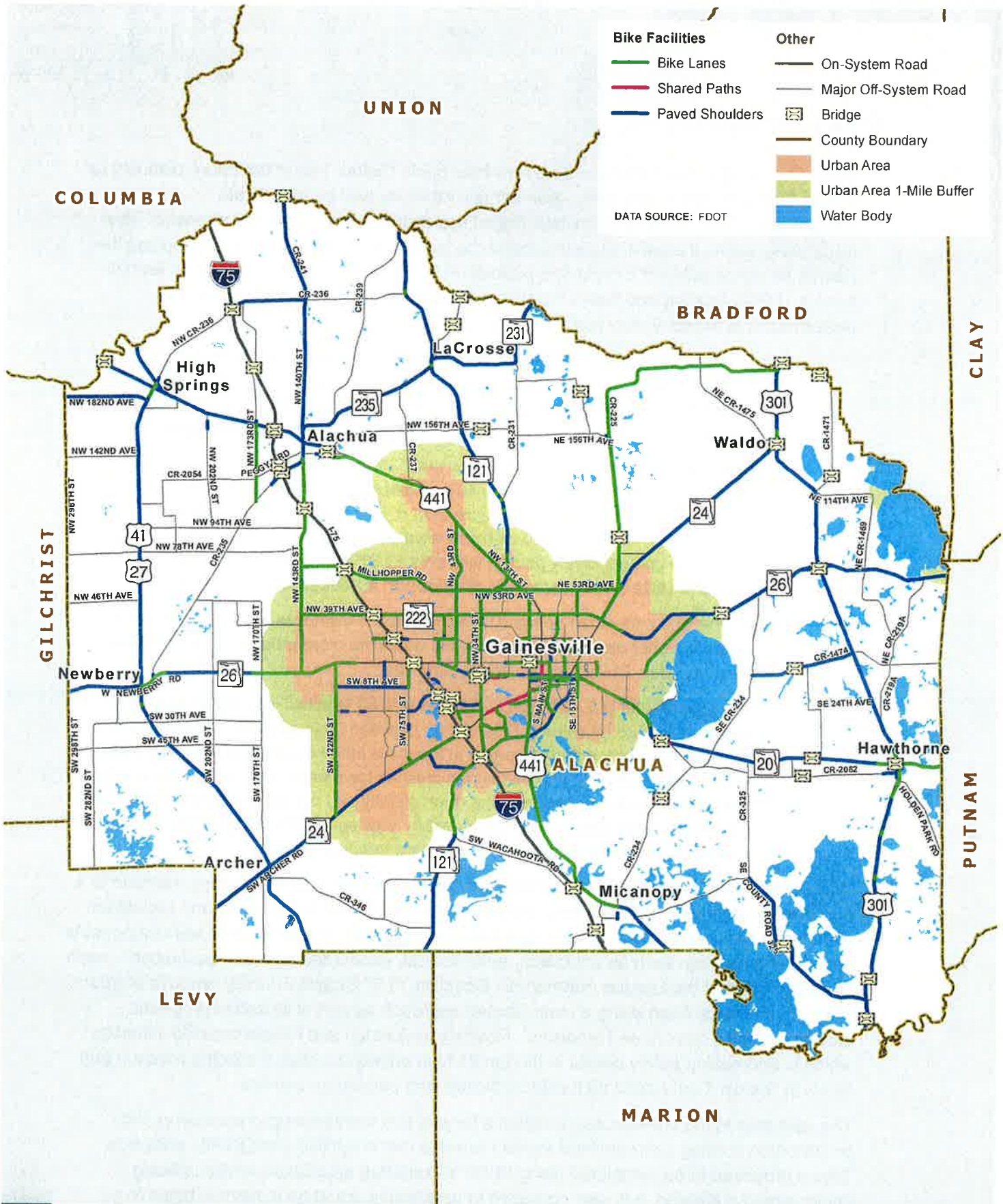
Conclusion

The results of this Bike/Ped Gap Study will help guide District Two in the future planning for and investing in bicycle and pedestrian infrastructure, as well as to facilitate intergovernmental coordination between the District and local and partner agencies. This report establishes the existing conditions of the bicycle and pedestrian network across the District based on miles of bicycle and pedestrian facilities; bicycle and pedestrian level of service (LOS); existing and future bicycle and pedestrian demand; and bicycle and pedestrian crash history. Key results include the following:

- The total miles of bicycle and pedestrian facilities are increasing, based on comparison of the RCI databases from 2015 and 2018: a total of 33 miles of bike lanes have been added in District Two since 2015, along with more than 30 miles of paved shoulders, 4.4 miles of shared use paths and 8.5 miles of sidewalks.
- Districtwide Bicycle LOS results show that 53% of the total roadway miles have a Bicycle LOS of C or better, nearly 40% of miles are at LOS D, and there are only 7.2% of roadway miles with a Bicycle LOS of E or F. Due to the more rural nature of many of the District Two counties and fewer sidewalks, the districtwide pedestrian results are comparatively poorer, with only 13.3% of roadway miles at Pedestrian LOS C or better, and nearly 30% of miles with a Pedestrian LOS of E or F.
- Bicycle and pedestrian demand levels across the district as a whole are low, with areas of higher demand limited to areas within the more urban counties, including Alachua, Clay, Duval, and St. Johns Counties.
- There were total of 2,476 bicycle crashes with 53 fatalities, and 3,660 pedestrian crashes with 328 fatalities in District Two between 2013 and 2017. Crashes and fatalities were concentrated heavily in the more urban counties of Alachua, Duval, and St. Johns. Bicycle and pedestrian crashes have been fairly steady on an annual basis with bicycle crashes trending down slightly and pedestrian crashes trending up slightly. Bicycle fatalities have fluctuated by year somewhat but generally maintained a steady level, while pedestrian fatalities are trending upward.

While bicycle and pedestrian facility miles are increasing, that does not always translate to a decrease in crashes and/or fatalities. A comprehensive approach to bicycle and pedestrian planning is required in District Two and across the state that considers other key components beyond engineering, such as education, enforcement, encouragement and evaluation – each of which is part of the League of American Bicyclists “5 E” Bicycle Friendly America program. FDOT has already been using a multi-faceted approach as part of its safety programs, including “Alert Today Alive Tomorrow”, Florida’s pedestrian and bicycle focused initiative, which is addressing safety issues in the top 21 high priority counties (including Alachua and Duval in District Two) based on historical bicycle and pedestrian crashes.

The next step in the process is to conduct a bicycle and pedestrian gap evaluation and prioritization utilizing a streamlined scoring schema that is applied consistently statewide. This is proposed to be completed using FDOT’s TransPed application, which is being implemented statewide. It is also proposed to update this report on a periodic basis (e.g., every three years) with the latest available RCI data to track progress.



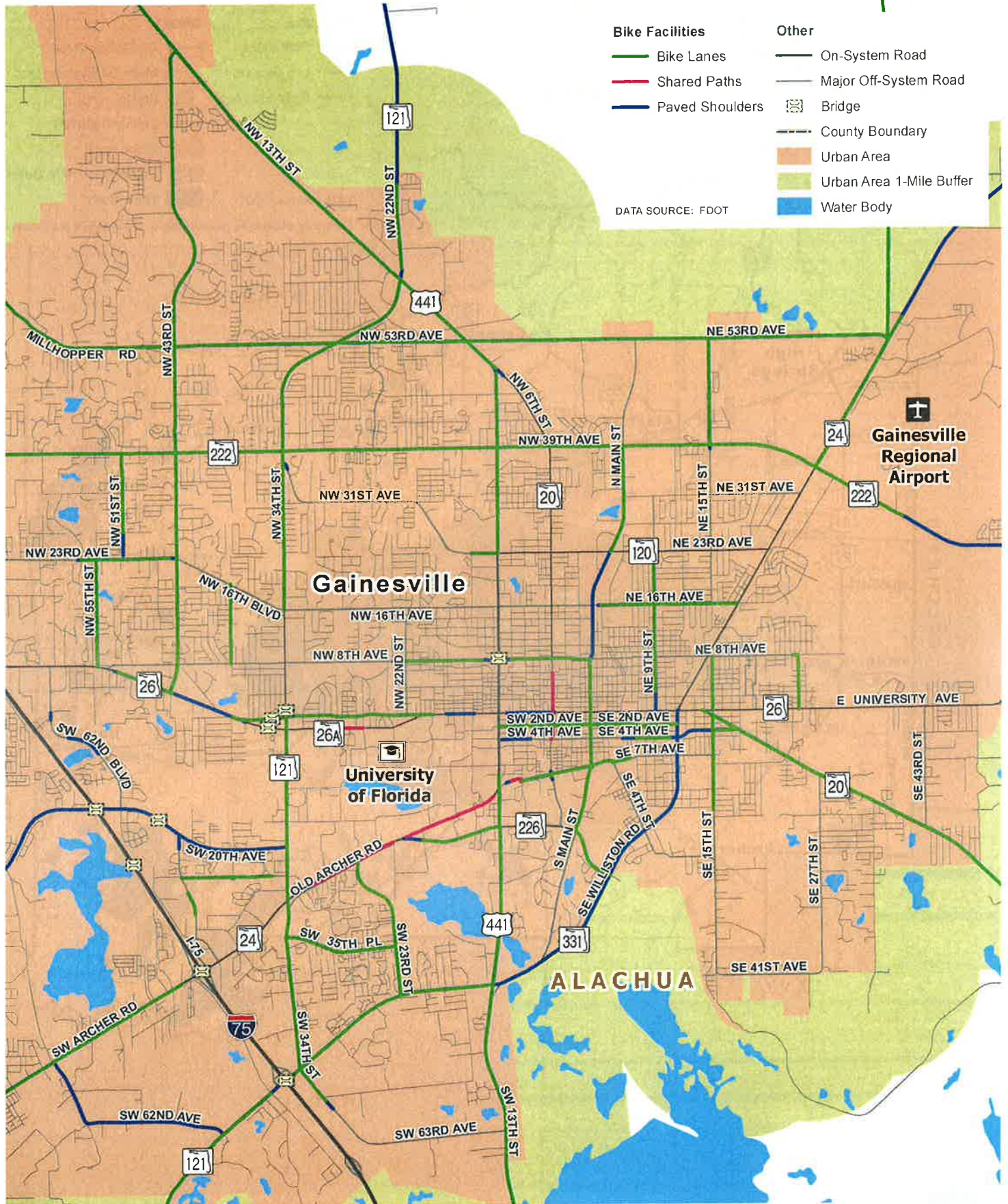
- | Bike Facilities | Other |
|---|--|
| — Bike Lanes | — On-System Road |
| — Shared Paths | — Major Off-System Road |
| — Paved Shoulders | Bridge |
| | — County Boundary |
| | Urban Area |
| | Urban Area 1-Mile Buffer |
| | Water Body |
- DATA SOURCE: FDOT



EXISTING BICYCLE FACILITIES

ALACHUA COUNTY

FIGURE A1-1



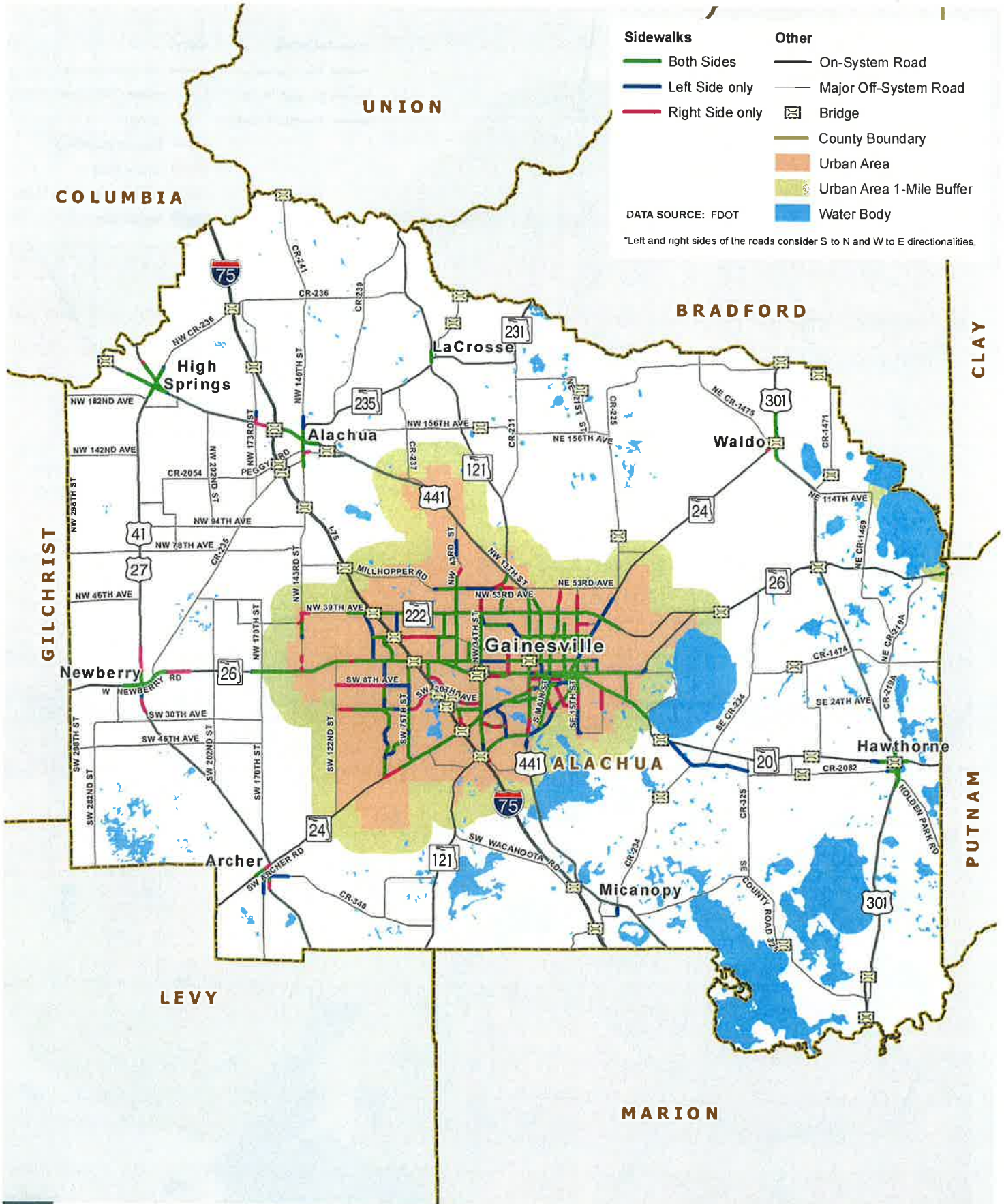
- | Bike Facilities | Other |
|---|---|
| — Bike Lanes | On-System Road |
| — Shared Paths | Major Off-System Road |
| — Paved Shoulders | Bridge |
| | County Boundary |
| | Urban Area |
| | Urban Area 1-Mile Buffer |
| | Water Body |

DATA SOURCE: FDOT



**EXISTING BICYCLE FACILITIES
ALACHUA COUNTY - GAINESVILLE AREA**

FIGURE A1-1A



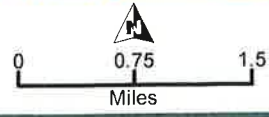
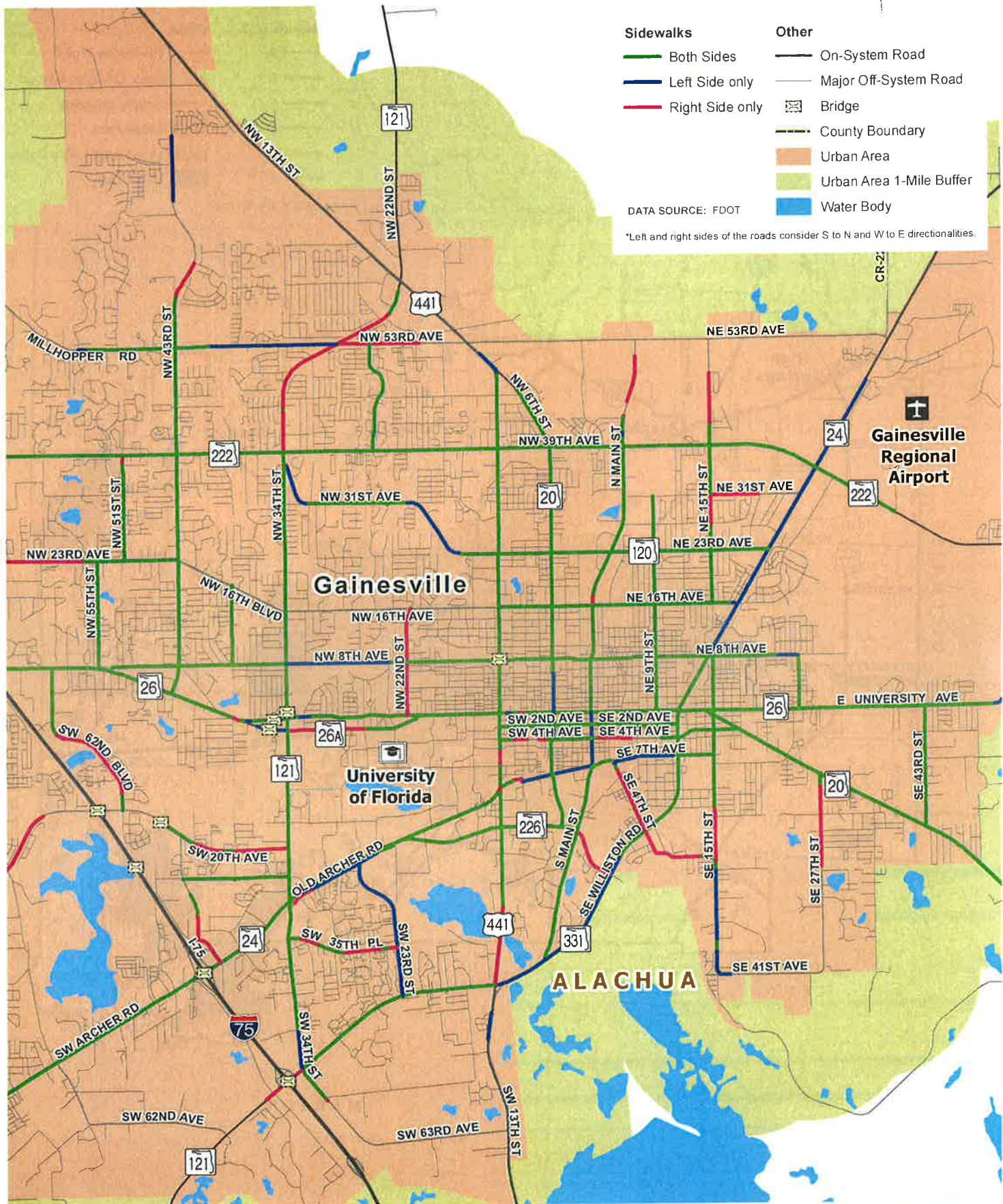
**EXISTING PEDESTRIAN FACILITIES
ALACHUA COUNTY**

FIGURE A2-1

- | Sidewalks | Other |
|-----------------|--------------------------|
| Both Sides | On-System Road |
| Left Side only | Major Off-System Road |
| Right Side only | Bridge |
| | County Boundary |
| | Urban Area |
| | Urban Area 1-Mile Buffer |
| | Water Body |

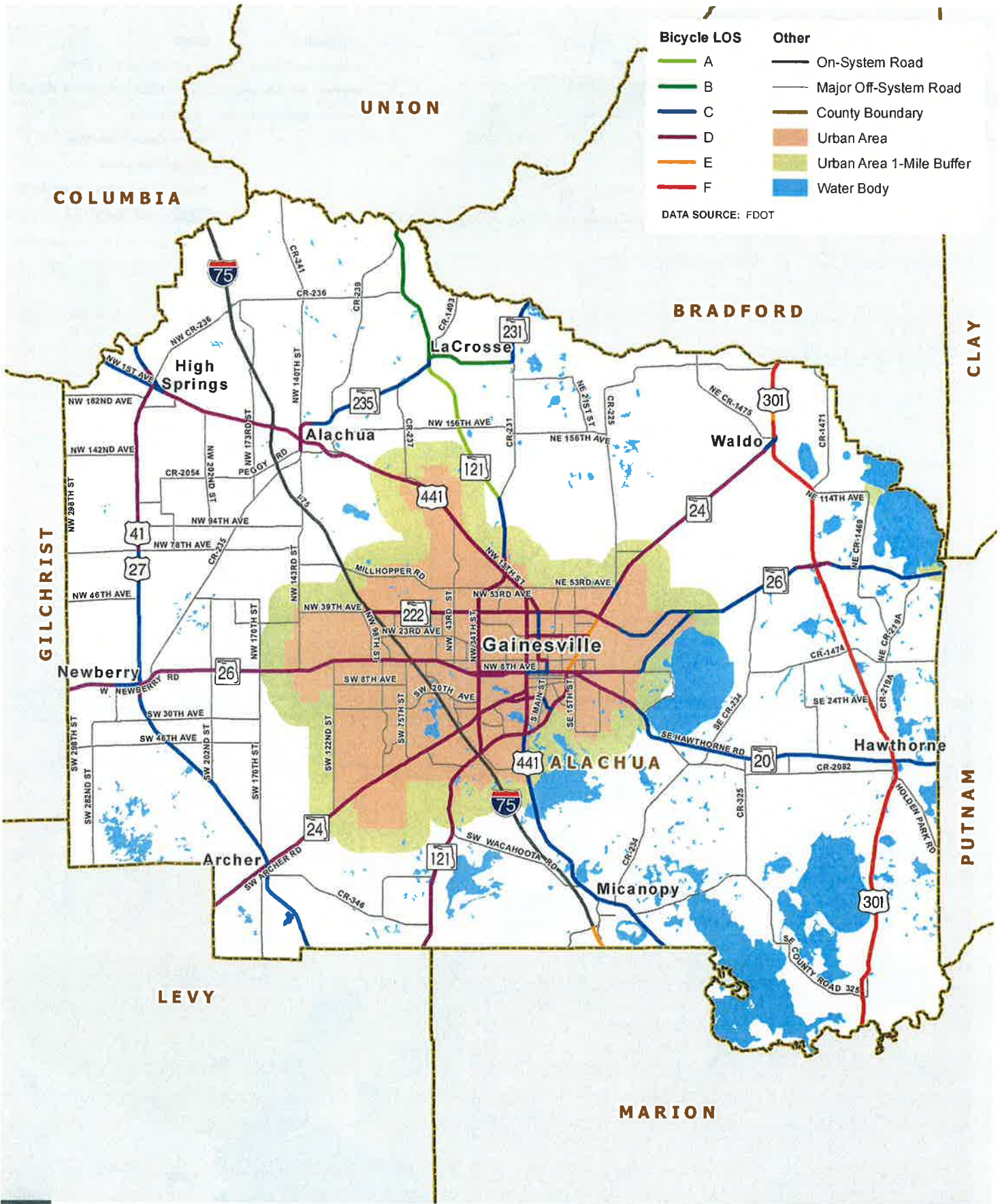
DATA SOURCE: FDOT

*Left and right sides of the roads consider S to N and W to E directionalities.



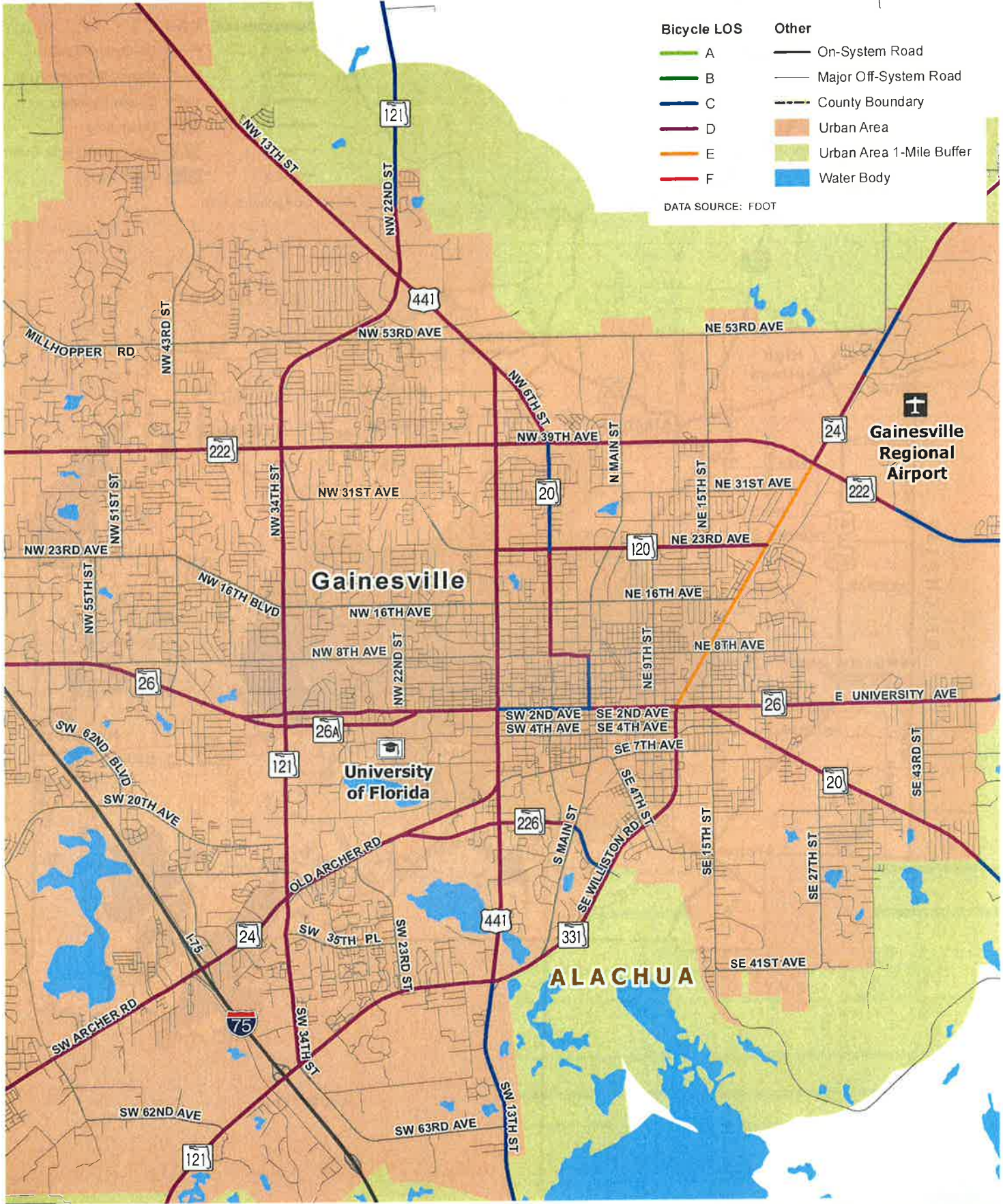
**EXISTING PEDESTRIAN FACILITIES
ALACHUA COUNTY - GAINESVILLE INSET**

FIGURE A2-1A



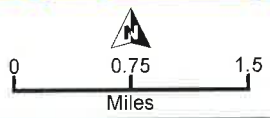
**BICYCLE LEVEL OF SERVICE
ALACHUA COUNTY**

FIGURE B1-1



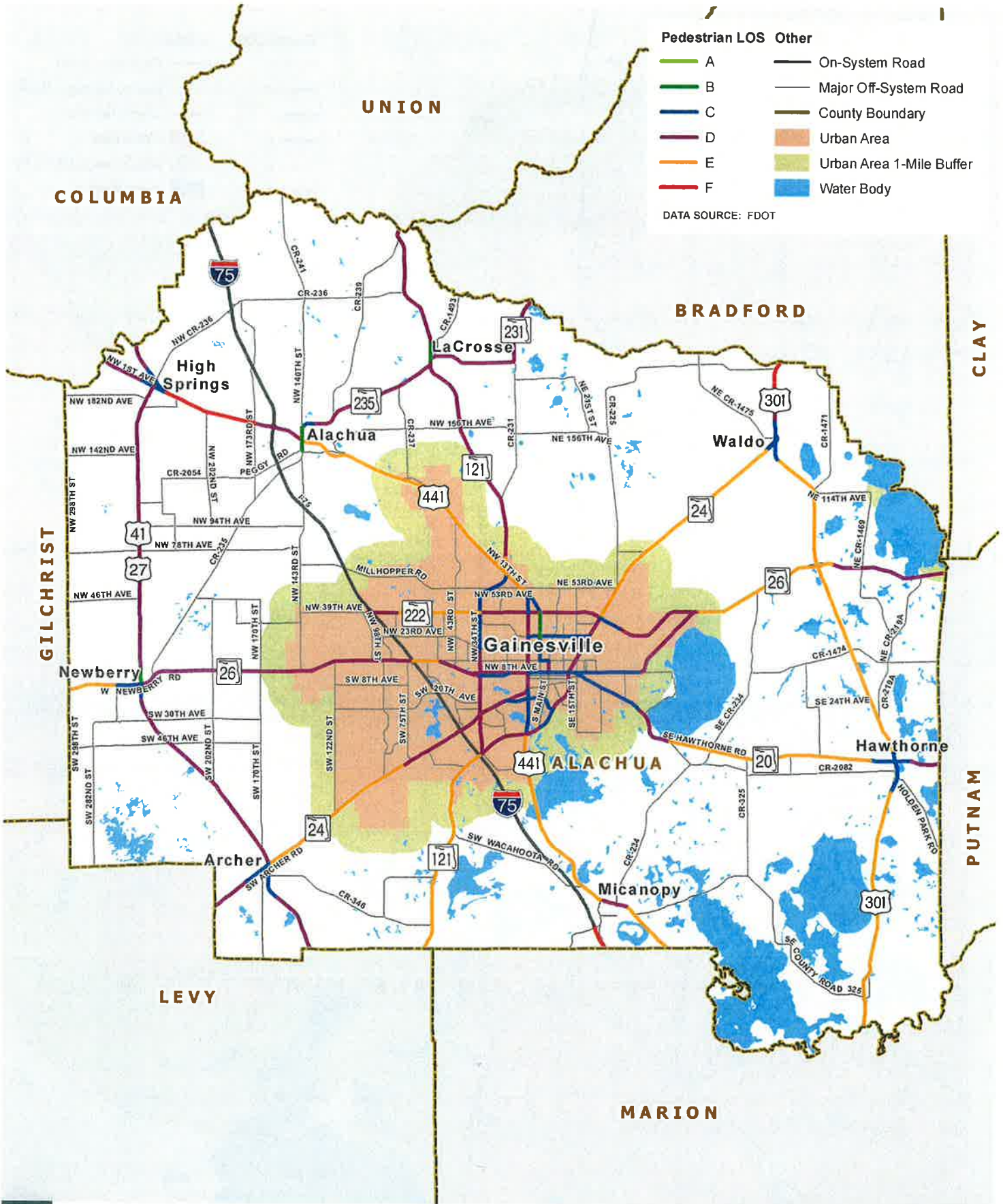
Bicycle LOS	Other
— A	 On-System Road
— B	 Major Off-System Road
— C	 County Boundary
— D	 Urban Area
— E	 Urban Area 1-Mile Buffer
— F	 Water Body

DATA SOURCE: FDOT



**BICYCLE LEVEL OF SERVICE
ALACHUA COUNTY - GAINESVILLE INSET**

FIGURE B1-1A



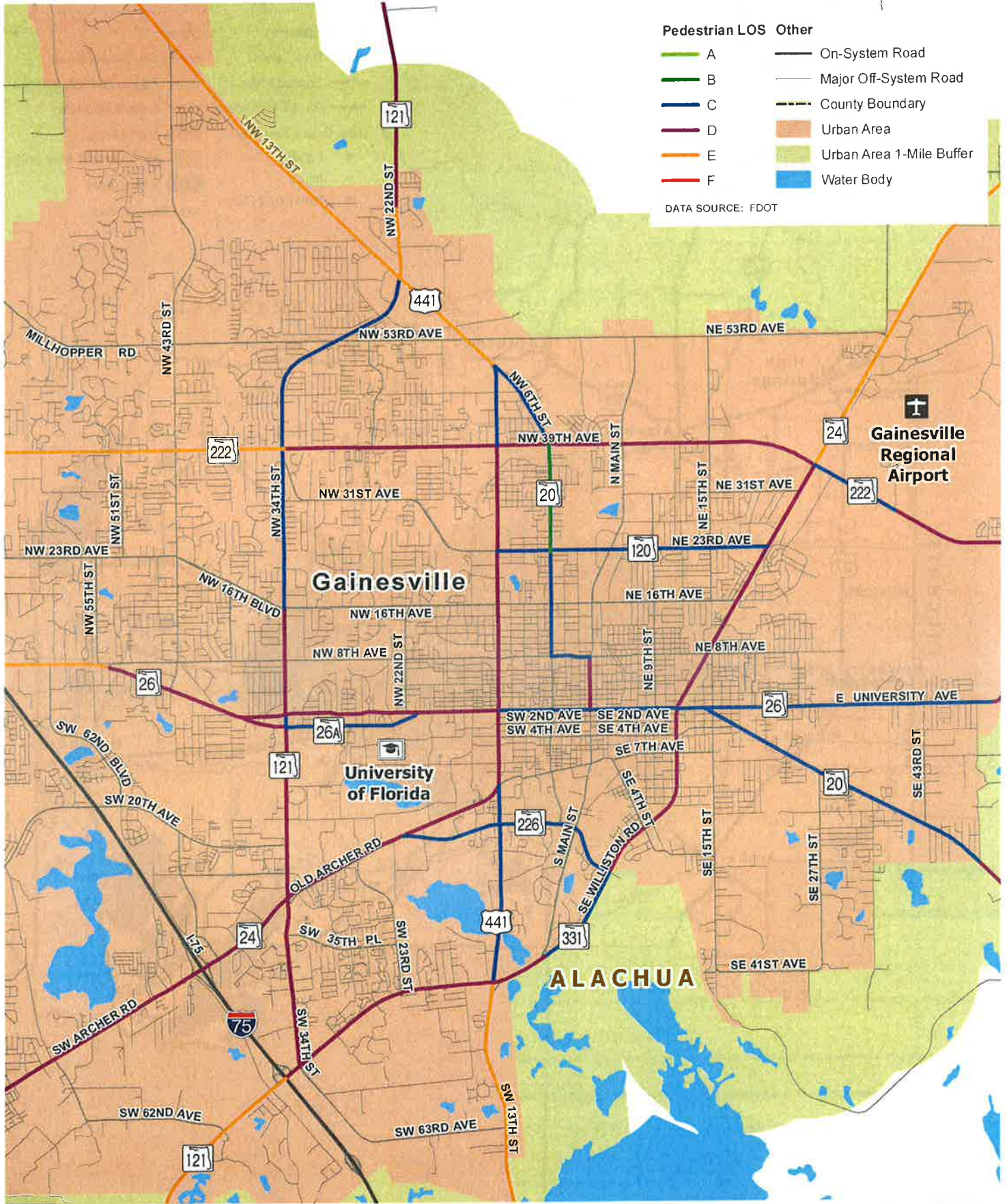
Pedestrian LOS		Other
— A	— On-System Road	— Major Off-System Road
— B	— County Boundary	— Urban Area
— C	— Urban Area 1-Mile Buffer	— Water Body
— D		
— E		
— F		

DATA SOURCE: FDOT



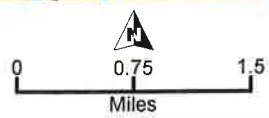
**PEDESTRIAN LEVEL OF SERVICE
ALACHUA COUNTY**

FIGURE B2-1



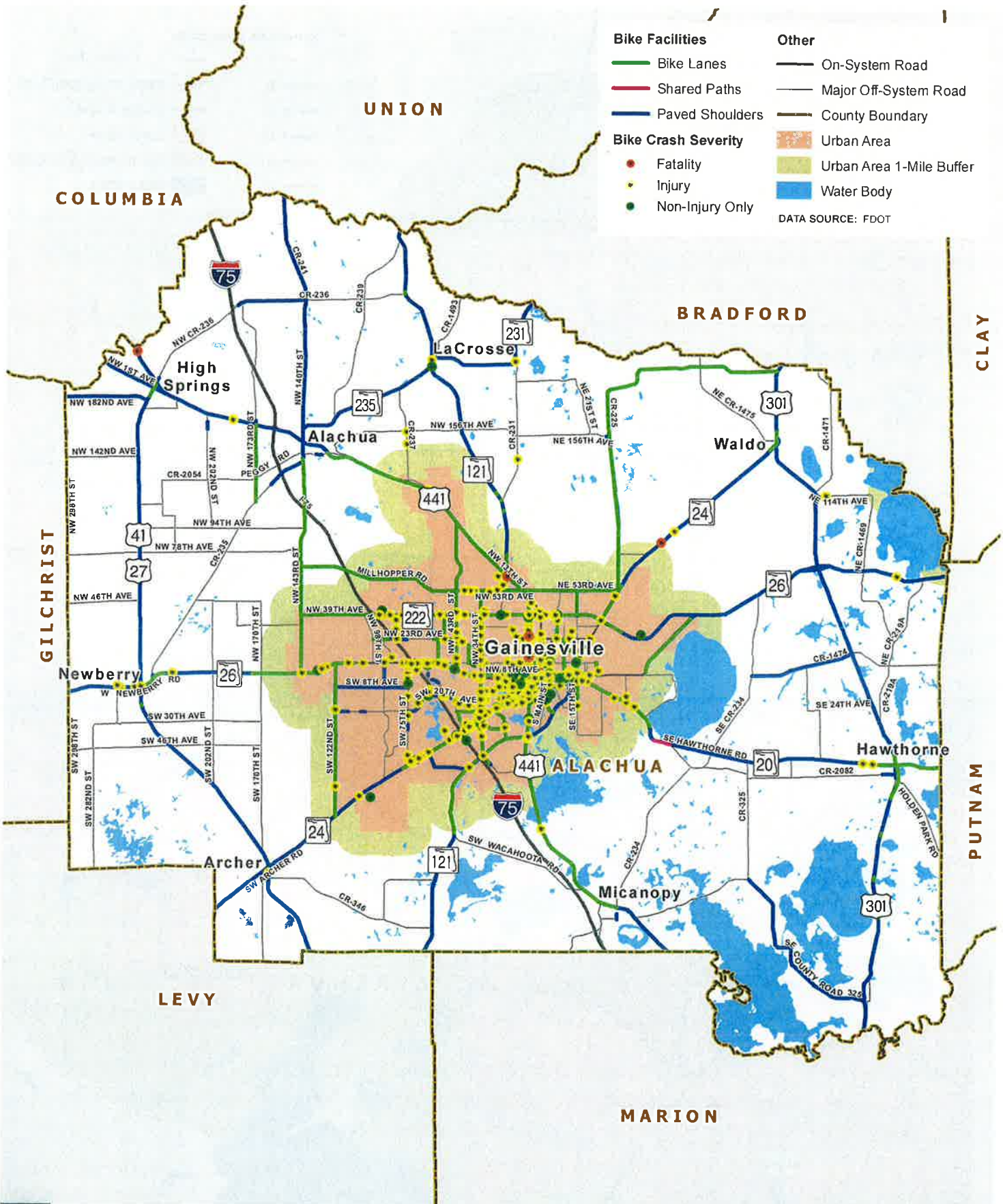
Pedestrian LOS		Other
— A	— B	— On-System Road
— C	— D	— Major Off-System Road
— E	— F	— County Boundary
		 Urban Area
		 Urban Area 1-Mile Buffer
		 Water Body

DATA SOURCE: FDOT



**PEDESTRIAN LEVEL OF SERVICE
ALACHUA COUNTY - GAINESVILLE INSET**

FIGURE B2-1A



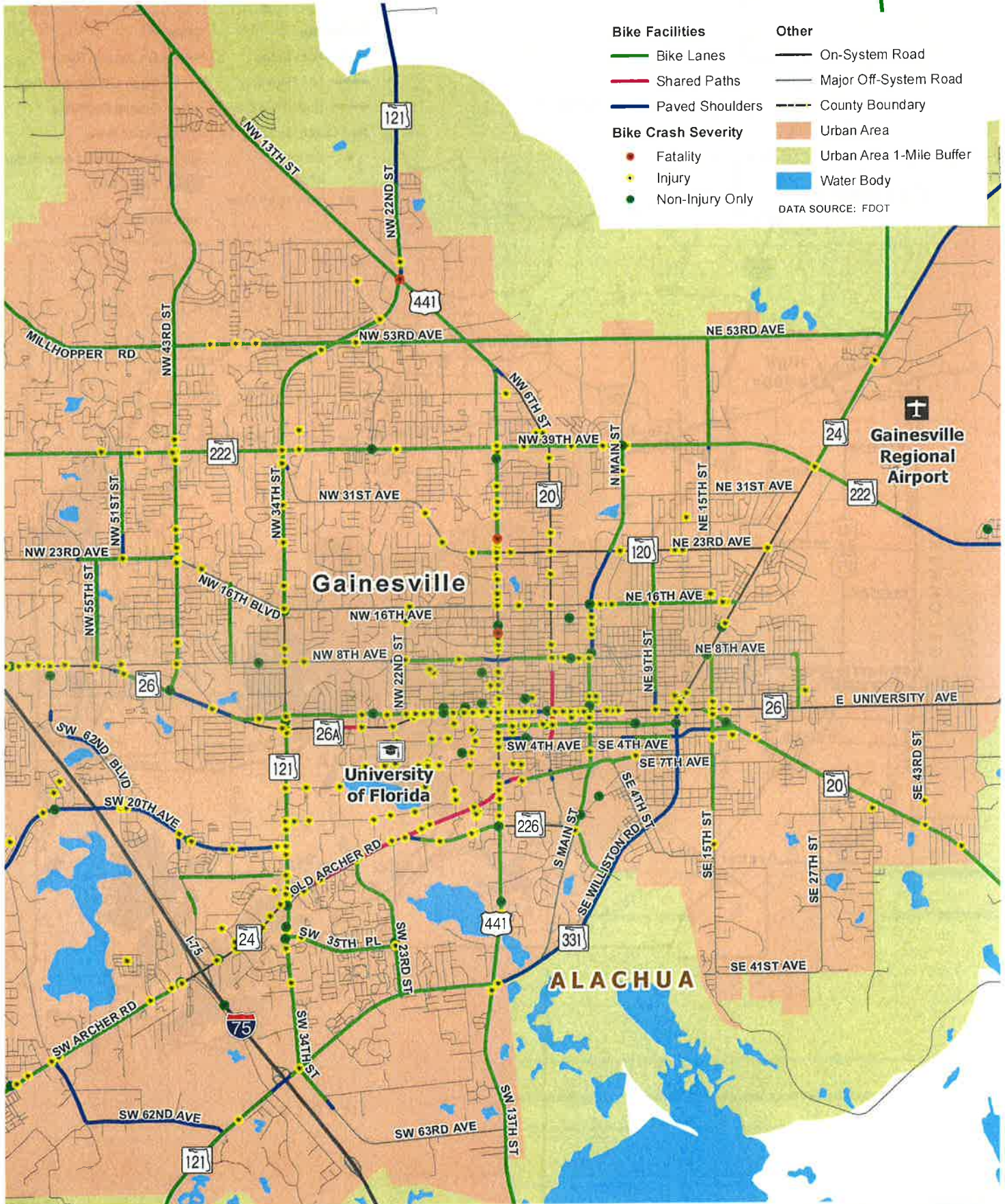
- | | |
|--|---|
| Bike Facilities | Other |
| — Bike Lanes | — On-System Road |
| — Shared Paths | — Major Off-System Road |
| — Paved Shoulders | County Boundary |
| Bike Crash Severity | Urban Area |
| ● Fatality | Urban Area 1-Mile Buffer |
| ● Injury | Water Body |
| ● Non-Injury Only | |

DATA SOURCE: FDOT



**YEARS 2013 - 2017 BICYCLE CRASHES
ALACHUA COUNTY**

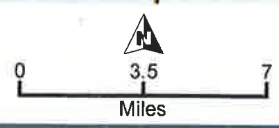
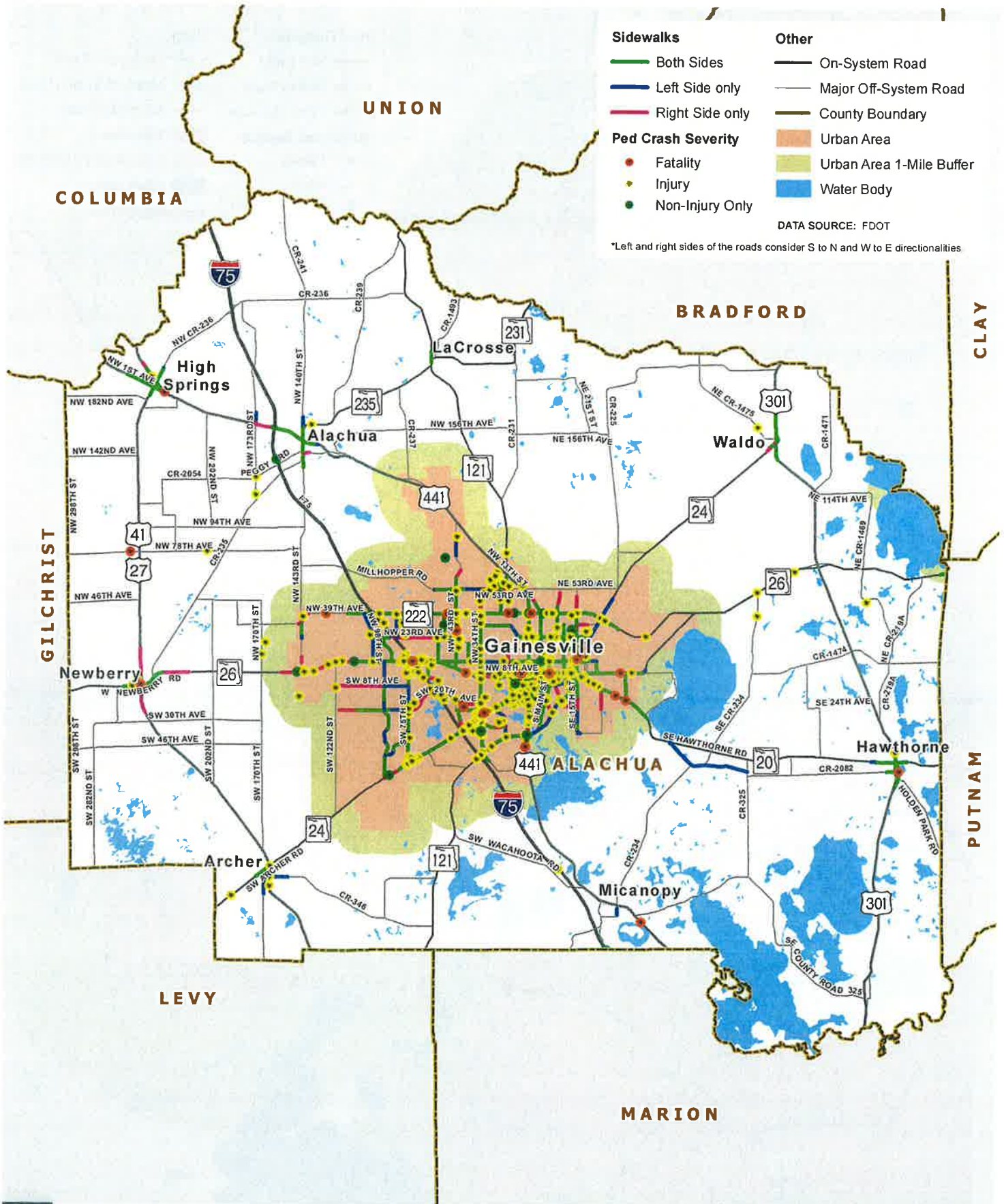
FIGURE D1-1



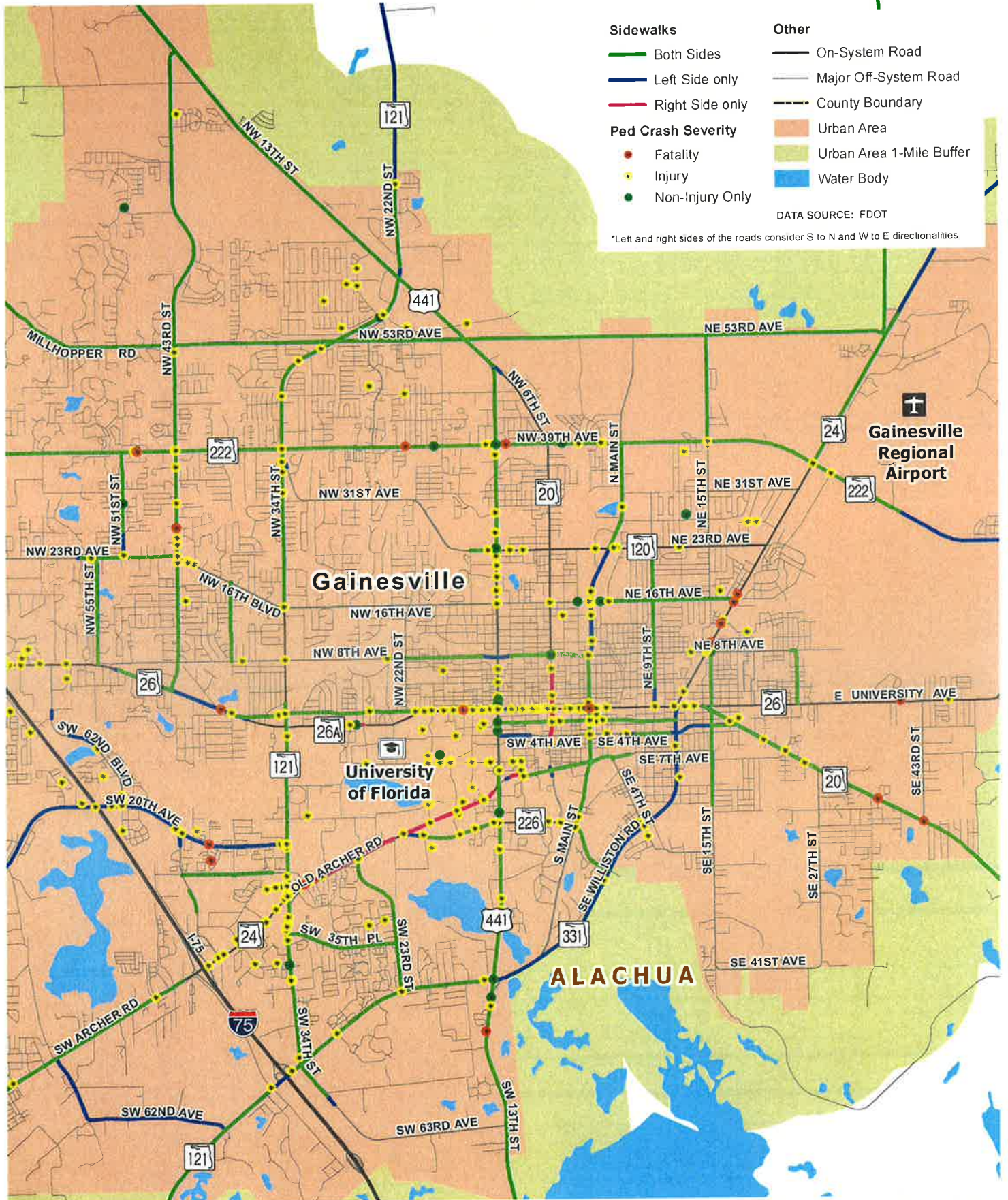
**YEARS 2013 - 2017 BICYCLE CRASHES
ALACHUA COUNTY - GAINESVILLE INSET**



FIGURE D1-1A



YEARS 2013 - 2017 PEDESTRIAN CRASHES
ALACHUA COUNTY
FIGURE D2-1



**YEARS 2013 - 2017 PEDESTRIAN CRASHES
ALACHUA COUNTY - GAINESVILLE INSET**

FIGURE D2-1A



June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program
Local Transportation Disadvantaged Program Administrative Support Grant Resolution
Fiscal Year 2018-19

STAFF RECOMMENDATION:

Approve the attached resolution authorizing the Chair to execute the Fiscal Year 2018-19 Local Transportation Disadvantaged Program Administrative Support Grant Agreement for Alachua County.

BACKGROUND:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the designated official planning agency for the Transportation Disadvantaged Program for Alachua County. As the designated official planning agency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for Transportation Disadvantaged Program planning and providing the Alachua County Transportation Disadvantaged Coordinating Board with sufficient staff support and resources to enable the Board to fulfill its responsibilities.

The Florida Legislature placed all of the Fiscal Year 2018/19 funding for the Transportation Disadvantaged Planning Grant Program, Shirley Conroy Rural Capital Assistance Grant Program and the Transportation Disadvantaged Voluntary Dollar Grant Program into the Transportation Disadvantaged Trip and Equipment Grant Program.

In order to keep the funds, tasks and matching requirements associated with the Trip and Equipment Grant Program separate from the funds, tasks and matching requirements related to the Transportation Disadvantaged Planning Grant Program, the Florida Commission for the Transportation Disadvantaged created a Local Transportation Disadvantaged Program Administrative Support Grant. Funds for the Administrative Support Grant Program will be granted to the Community Transportation Coordinators. The Community Transportation Coordinators will in turn contract with their respective planning agencies to conduct the planning tasks.

Attached Resolution No. 2018-06 authorizes the Chair to sign the Fiscal Year 2018-19 Local Transportation Disadvantaged Program Administrative Support Grant Agreement with MV Transportation, Inc., the designated Community Transportation Coordinator for Alachua County.

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

Attachment

t:\lynn\pgal2019\mtpo\mtpoiresmemolasagreement.docx

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution 2018-06, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 25th day of June, A.D., 2018.

WITNESS my hand this _____ day of _____, A.D., 2018.

Charles Chestnut IV, Secretary/Treasurer

RESOLUTION NO. 2018-06

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE EXECUTION OF THE FISCAL YEAR 2018-19 LOCAL TRANSPORTATION DISADVANTAGED ADMINISTRATIVE SUPPORT GRANT AGREEMENT WITH MV TRANSPORTATION, INC.; PROVIDING AN EFFECTIVE DATE

WHEREAS, Chapter 427, Florida Statutes and Rule 41-2.009, Florida Administrative Code designates metropolitan planning organizations as designated official planning agencies for the Transportation Disadvantaged Program in urbanized areas;

WHEREAS, the designated official planning agency is responsible for Transportation Disadvantaged Program planning and providing the local Transportation Disadvantaged Coordinating Board with sufficient staff support and resources to enable the Board to fulfill its responsibilities;

WHEREAS, the Metropolitan Transportation Planning Organization is the designated official planning agency for the Transportation Disadvantaged Program for Alachua County; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into the Fiscal Year 2018-19 Local Transportation Disadvantaged Administrative Support Grant agreement and to undertake a transportation disadvantaged service project, as authorized by Section 427.0159, Florida Statutes and Rule 41-2, Florida Administrative Code.

NOW THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA:

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into the above referenced grant agreement;
2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chair to execute the above referenced grant agreement on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with MV Transportation, Inc.;
3. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chair to sign any and all assurances, agreements or contracts that are required in connection with the grant agreement;
4. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to act in connection with the grant agreement and to provide such additional information as may be required by MV Transportation, Inc.;
5. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign the planning grant application form, any and all reimbursement invoices, warranties, certification and any other documents that may be required in connection with the agreement; and

6. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 25th day of June A.D., 2018.

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

Ken Cornell, Chair

ATTEST:

Charles Chestnut IV, Secretary/Treasurer

APPROVED AS TO FORM

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



CA.11

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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Alachua County Transportation Disadvantaged Coordinating Board Appointment

RECOMMENDATION

Appoint Cinton Alford as the voting Children at Risk Representative on the Alachua County Transportation Disadvantaged Coordinating Board.

BACKGROUND

According to Rule 41-2.012 of the Florida Administrative Code, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. It is recommended Cinton Alford be appointed as the as the voting Children at Risk Representative.

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

Attachment

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**TRANSPORTATION DISADVANTAGED COORDINATING BOARD
MEMBERSHIP APPLICATION**

Name: Cinton Alford

Address: 5848 SW 8th Pl

City/State/Zip Code: Gainesville, FL 32607

Phone Number: (352) 642 5002

E-Mail Address: alfordc1@gmail.com

Signature: [Handwritten Signature]

Date: 4/27/18

Representing: Children at Risk

County(ies) Represented: Alachua

- Voting Member
- Alternate Member

Please complete and return to:



Lynn Godfrey, AICP, Senior Planner
North Central Florida Regional Planning Council
2009 N.W. 67 Place
Gainesville, FL 32653-1603
godfrey@ncfrpc.org



June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Transportation Disadvantaged Program – Status Report

RECOMMENDATION

For information only.

BACKGROUND

Attached are the following reports:

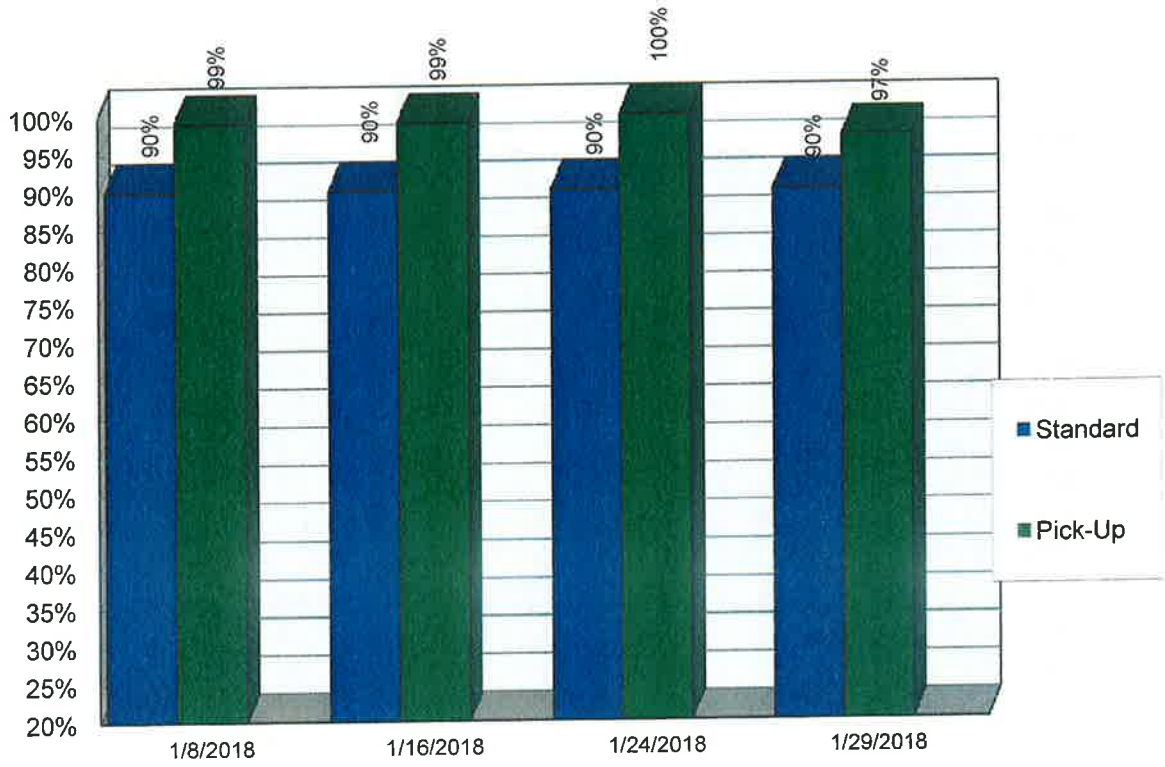
1. Alachua County Transportation Disadvantaged Service Plan Standards Reports
January - March 2018:
 - On-time performance
 - Complaints
 - Call hold time
 - Accidents
 - Roadcalls
2. MV Transportation Operations Report July 2017 - March 2018.

Attachments

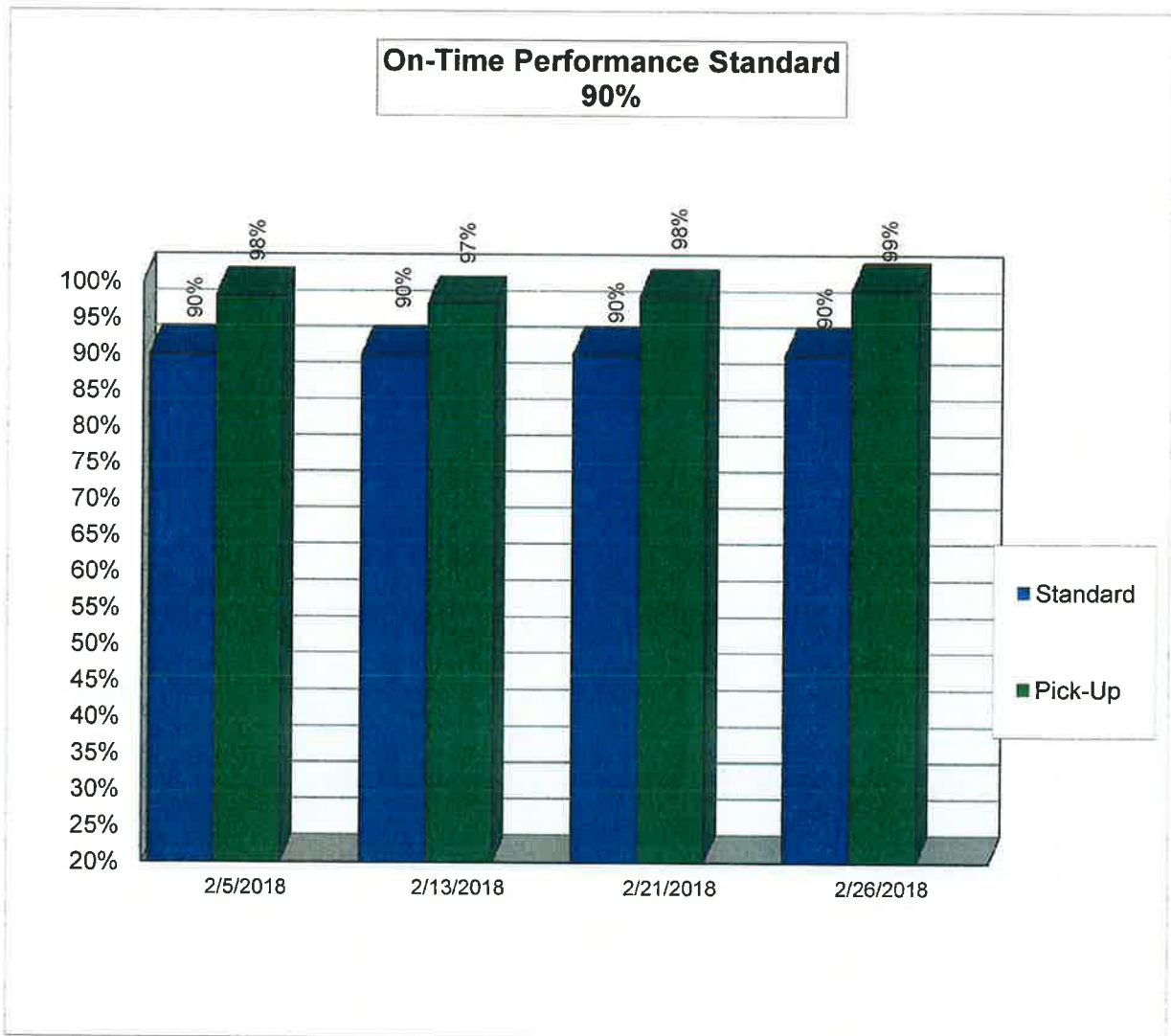
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TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JANUARY 2018

On-Time Performance Standard
90%

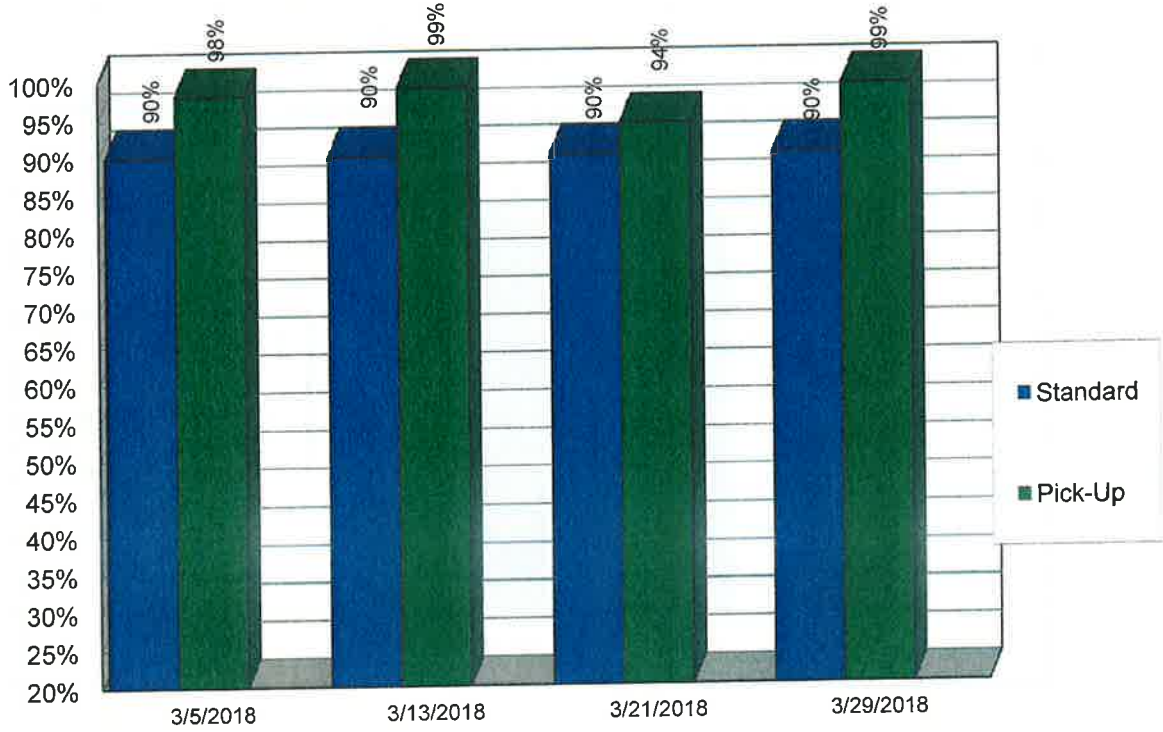


**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, FEBRUARY 2018**



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, MARCH 2018**

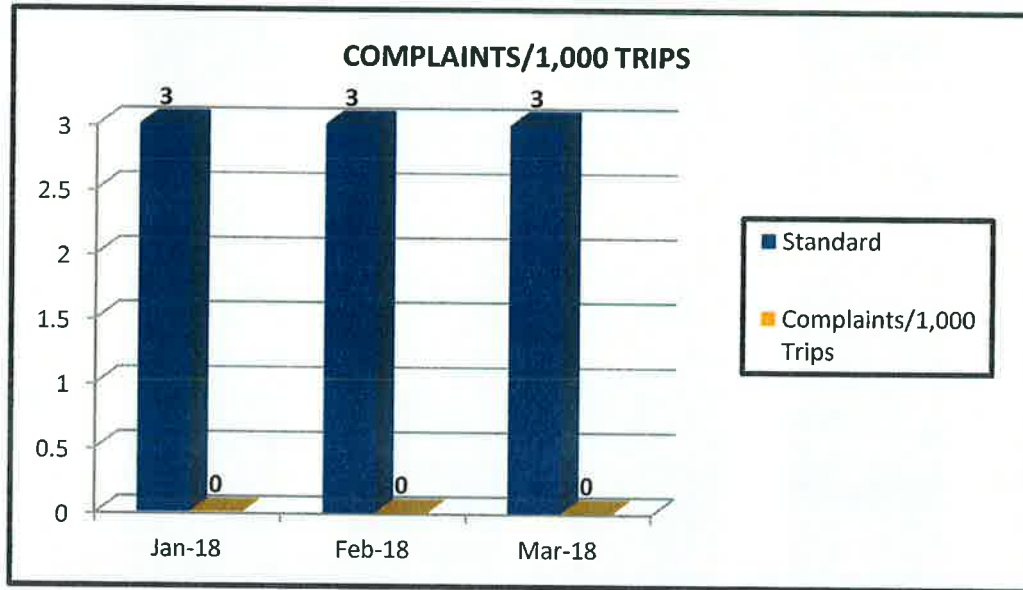
**On-Time Performance Standard
90%**



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS**

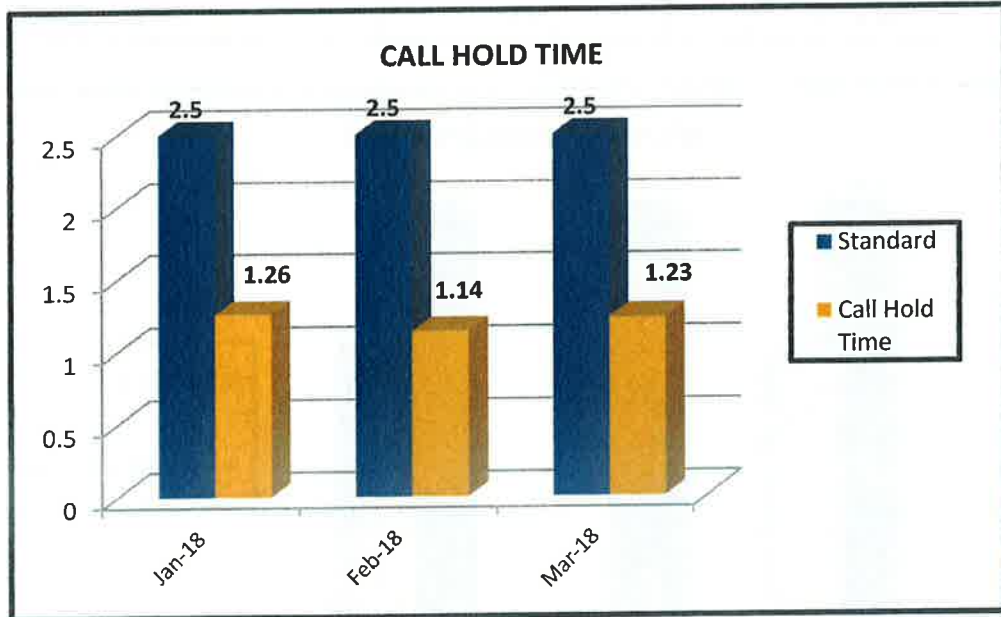
ALACHUA COUNTY, JANUARY - MARCH 2018

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jan-18	3	0
Feb-18	3	0
Mar-18	3	0



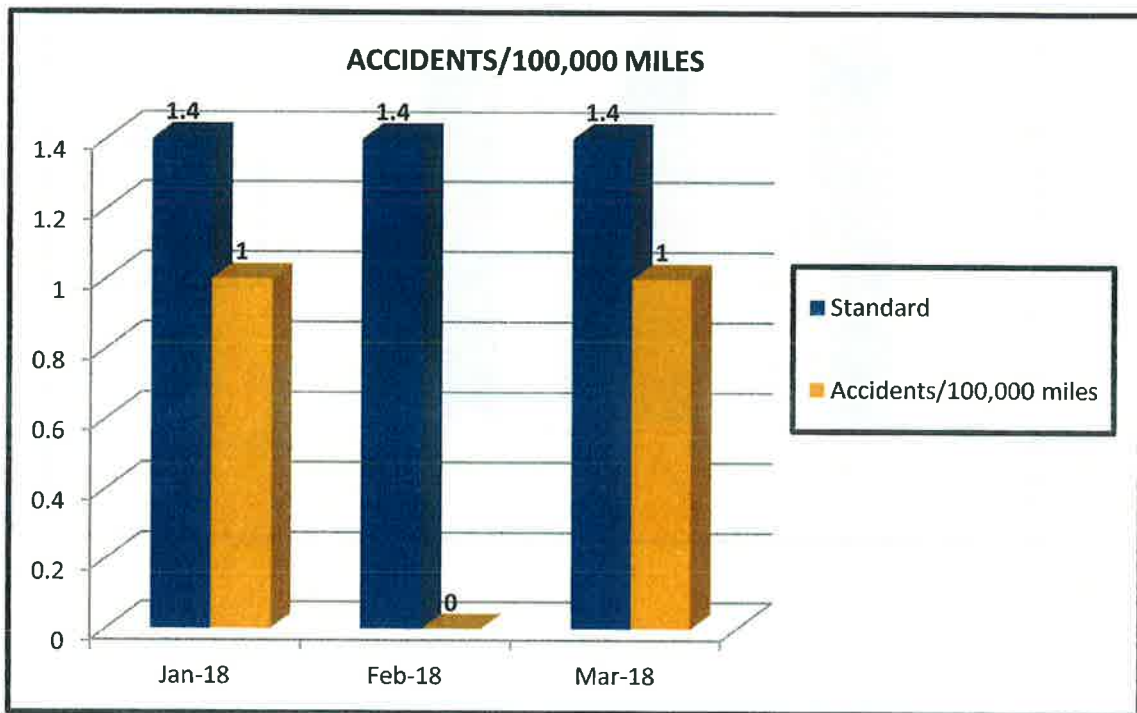
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JANUARY - MARCH 2018**

MONTH	STANDARD	CALL HOLD TIME
Jan-18	2.5	1.26
Feb-18	2.5	1.14
Mar-18	2.5	1.23



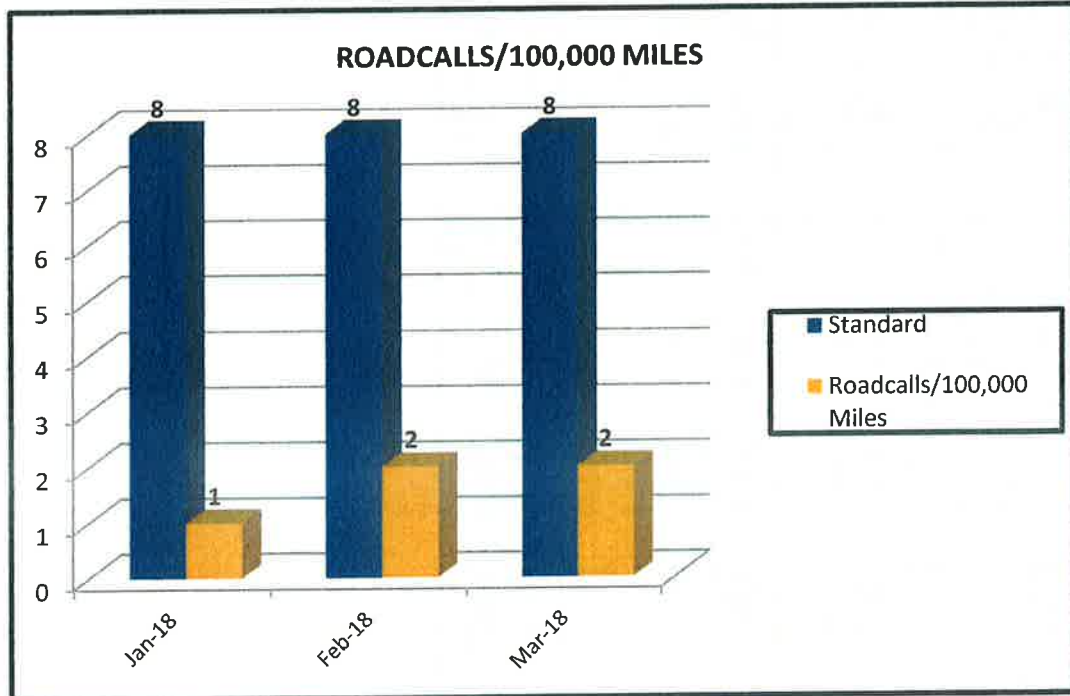
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY JANUARY - MARCH 2018**

MONTH	STANDARD	PREVENTABLE ACCIDENTS/100,000 MILES
Jan-18	1.4	1
Feb-18	1.4	0
Mar-18	1.4	1



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JANUARY - MARCH 2018**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jan-18	8	1
Feb-18	8	2
Mar-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
Total No Trips Invoiced	6,944	7,794	6,519	7,729	7,431	6,723	7,414	7,377	7,882
HMO Medicaid (MTM)	149	147	136	143	149	122	122	101	122
Transportation Disadvantaged Program	1472	1,555	1,467	1,553	1,554	1,483	1,565	1,541	1,583
Mobility Enhancement Grant Program - Bus Passes	250	175	210	229	229	243	234	245	247
City of Gainesville ADA Service	4306	4,842	4,044	4,850	4,662	4,230	4,695	4,593	5,116
Florida Department of Transportation 5 311	296	294	0	0	0	0	0	0	0
Florida Department of Transportation 5 310	333	382	270	394	296	240	286	346	293
Alachua County	98	366	363	521	505	367	476	522	488
Elder Care	40	33	29	39	36	38	36	29	33
Total Vehicle Miles	90,357	93,817	83,223	92,923	94,553	89,705	82,759	93,555	101,856
Total Vehicle Hours	5,678	6,204	5,496	6,056	5,873	5,515	5,903	5,823	6,403
Average Miles per Trip	13	12	13	12	13	13	11	13	13
Number of Passenger No Shows	287	352	280	333	293	280	278	300	362
Number Trips Denied	0	0	0	21	1	1	0	0	0
Preventable Accidents	0	1	1	0	2	0	1	0	1
RoadCalls	2	4	2	1	4	1	3	2	2
Commendations	6	3	7	7	8	11	7	5	12
Complaints	2	3	1	2	3	2	1	2	2
Telephone Calls	9,463	10,699	9,196	9,943	10,142	9,179	11,015	3,405*	10,493
Average Call On-Hold Time	1.10	1.06	0.59	1.16	1.26	1.03	1.21	1.14	1.23

* Phone system was down for several weeks.

** Phone system had problems for several days

Meeting


Agenda

Enclosures



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

June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
 FROM: Scott R. Koons, AICP, Executive Director 
 SUBJECT: Dr. Kermit Sigmon Citizen Participation Award- 2017

STAFF RECOMMENDATION

Present the Dr. Kermit Sigmon Citizen Participation Award to Joakim “Jay” B. Nordqvist.

BACKGROUND

In 1997, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the annual Dr. Kermit Sigmon Citizen Participation Award. This award is presented each year to a recipient, selected by the Citizen Advisory Committee, to be recognized for their contribution to the transportation planning process of the community. The recipient this year is Joakim “Jay” B. Nordqvist.

Previous Recipients	
1997- Ruth Sigmon	2007- Martin Gold
1998- Perry Maull	2008- Mike and Susan Wright
1999- South West Alliance for Planning	2009- Sharon Hawkey
2000- Var Heyl and Cindy Smith	2010- Mayor Mark Goldstein
2001- Chandler Otis	2011- Ed Poppell
2002- Gerry Dedenbach	2012- Scott Fox
2003- Dr. Linda Crider	2013- Thomas Hawkins
2004- Dan Burden	2014- Ron Cunningham
2005- Julia Reiskind	2015- Marlie Sanderson
2006- Dr. Ruth Steiner	2016 Gainesville Citizens for Active Transportation




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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Public Involvement Plan Update

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board and staff recommend that the Metropolitan Transportation Planning Organization approve the revised Public Involvement Plan.

The Citizens Advisory Committee did not have a quorum.

BACKGROUND

Each year, the Public Involvement Plan is reviewed, and revised if necessary, in order to ensure that the planning program provides for a proactive public involvement process. The draft Public Involvement Plan this year includes one substantive revision- the modifications of Appendix E, Exhibit E-1 Public Involvement Notice Matrix (page E-4) to address changes to publication dates of The Independent Florida Alligator. The Independent Florida Alligator reduced its publication schedule during fall and spring semesters from Monday through Friday to Monday, Wednesday and Friday.

Below is the link to the draft Public Involvement Plan.

<http://ncfrpc.org/mtpo/FullPackets/PIPLAN18dft.pdf>

Attachment

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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation Disadvantaged Program -
Alachua County Transportation Disadvantaged Coordinating Board Appointment

STAFF RECOMMENDATION

Appoint a member of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as Chair of the Alachua County Transportation Disadvantaged Coordinating Board.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area serving as the designated official planning agency for the Transportation Disadvantaged Program for Alachua County is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. Rule 41-2.012 of the Florida Administrative Code requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to appoint an elected official to serve as Chair of the Coordinating Board.

Commissioner Adrian Hayes-Santos served as Chair of the Alachua County Transportation Disadvantaged Coordinating Board since April 2017. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint a Chair to the Alachua County Transportation Disadvantaged Coordinating Board.

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

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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program for Fiscal Years 2018-19 to 2022-23

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board and Technical Advisory Committee recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program as modified to incorporate review agency comments.

The Citizens Advisory Committee did not have a quorum.

ADDITIONAL BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

The Bicycle/Pedestrian Advisory Board recommends that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation include in the U.S. Highway 441 scoping seven-foot bikelanes without rumble strips.

STAFF RECOMMENDATION

Approve the joint recommendation and additional Bicycle/Pedestrian Advisory Board recommendation.

BACKGROUND

Attached please find a draft copy of the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program. 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.

Exhibit 1 shows the funding sources of significant projects within the Gainesville Metropolitan Area. Exhibits 2 and 3 show funding sources by project type. Exhibit 4 is a copy of the advertisement that appeared in The Gainesville Sun, Gainesville Guardian and in The Independent Florida Alligator on May 31, 2018. A full color copy of the draft Transportation Improvement Program may be viewed at the following website:

<http://ncfrpc.org/mtpo/downloads/TIPDOC18revdft.pdf>

Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. 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 for the Gainesville Urbanized Area and included in this document.

Attachments

EXHIBIT 1

**Transportation Improvement Program
Fiscal Years 2018-19 to 2022-23
Fiscal Year 2018-19 Significant Project Funding**

Project Type	Significant Project	Funding Source (In Millions)			
		Federal	State	Local	Total
Airport	Commercial Terminal Expansion	\$9.000	\$0.500	\$0.500	\$10.000
	Taxiway A Pavement Rehabilitation	\$0.885	\$0.049	\$0.049	\$0.983
	Design and Construct Hangar	\$0.000	\$0.400	\$0.400	\$0.800
	Purchase Tractor and Mower	\$0.000	\$0.100	\$0.100	\$0.200
Bicycle/Pedestrian	Newberry Road Sidewalk	\$0.000	\$1.296	\$0.000	\$1.296
	SW 20 Avenue Sidewalk	\$0.103	\$0.000	\$0.000	\$0.103
	SW 27 Street Bike Path/Trail	\$0.412	\$0.000	\$0.000	\$0.412
Drainage	None	\$0.000	\$0.000	\$0.000	\$0.000
Intersection	Newberry Road (State Road 26) Turnlanes	\$2.984	\$0.000	\$0.000	\$2.984
	NW 53 Avenue Turnlane	\$0.206	\$0.000	\$0.000	\$0.206
Interstate	Archer Road (State Road 24) Interchange - Add Lanes	\$0.500	\$0.000	\$0.000	\$0.500
Landscaping	Archer Road - SW 78 Street to SW 13 Street	\$0.000	\$0.045	\$0.000	\$0.045
Railroad	None	\$0.000	\$0.000	\$0.000	\$0.000
Resurfacing	Archer Road - Fred Bear Drive to SW 16 Avenue	\$0.000	\$0.057	\$0.000	\$0.057
	Archer Road - City of Archer to SW 75 Street	\$0.000	\$0.080	\$0.000	\$0.080
	Hawthorne Road -SE 26 Street to Lake Shore Drive	\$0.000	\$0.660	\$0.000	\$0.660
	US 441 - Marion Countyline to Williston Road (State Road 331)	\$0.000	\$0.139	\$0.000	\$0.139
	Williston Road 121- SW 34 Street to SE 5 Avenue	\$0.051	\$0.000	\$0.000	\$0.051
Road Construction	SW 62 Boulevard Connector	\$0.773	\$4.589	\$0.000	\$5.362
Maintenance	Lighting Agreements Countywide	\$0.000	\$0.984	\$0.000	\$0.984
	Routine Maintenance Countywide	\$0.000	\$5.624	\$0.000	\$5.624
Public Transportation	Regional Transit System Capital/Operations	\$2.500	\$0.000	\$0.625	\$3.125
	Regional Transit System Operations	\$1.800	\$1.957	\$3.757	\$7.514

EXHIBIT 2

Transportation Improvement Program Fiscal Years 2018-19 to 2022-23 Fiscal Year 2018-19 Funding

Project Type	Funding Source			
	Federal	State	Local	Subtotal
Airport	\$9,885,000	\$1,049,000	\$1,049,000	\$11,983,000
Bicycle/Pedestrian	\$515,000	\$1,296,000	\$0	\$1,811,000
Drainage	\$0	\$0	\$0	\$0
Intersection	\$6,260,000	\$1,238,000	\$400,000	\$7,898,000
Interstate	\$500,000	\$0	\$0	\$500,000
Landscaping	\$0	\$45,000	\$0	\$45,000
Metropolitan Planning	\$612,000	\$16,000	\$16,000	\$644,000
Railroad	\$0	\$0	\$0	\$0
Resurfacing	\$102,000	\$9,638,000	\$400,000	\$10,140,000
Road Construction	\$773,000	\$4,589,000	\$2,430,000	\$7,792,000
Maintenance	\$0	\$6,587,000	\$0	\$6,587,000
Public Transportation*	\$4,639,000	\$3,519,000	\$4,784,000	\$12,942,000
Total	\$23,286,000	\$27,977,000	\$9,079,000	\$60,342,000

* Includes Regional Transit System and Transportation Disadvantaged funding

EXHIBIT 3

Fiscal Year 2018-19 Funding Sources

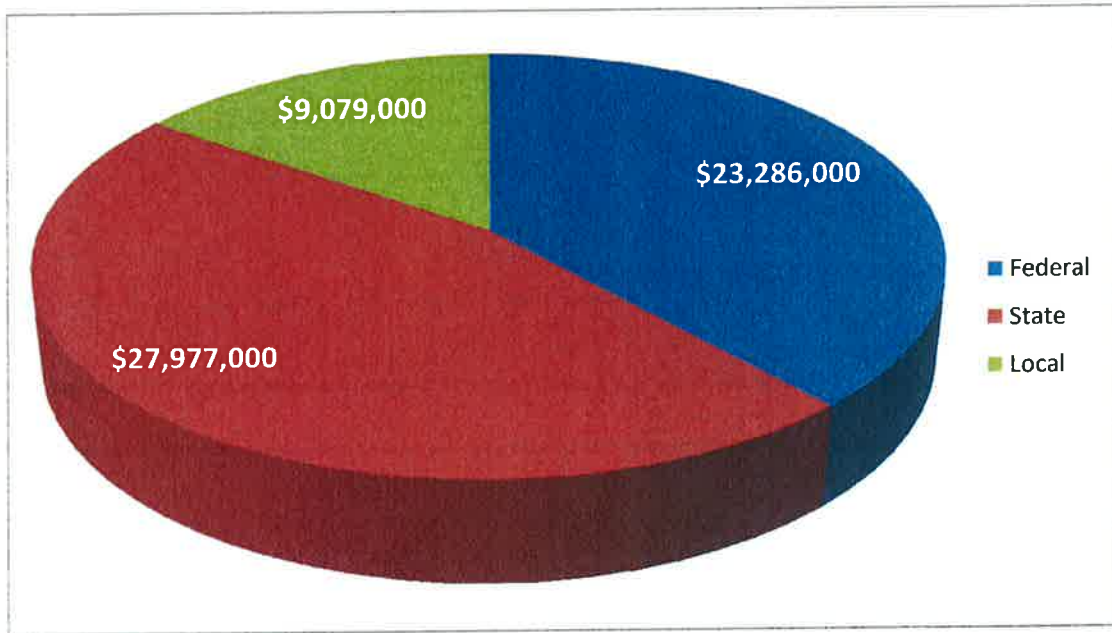
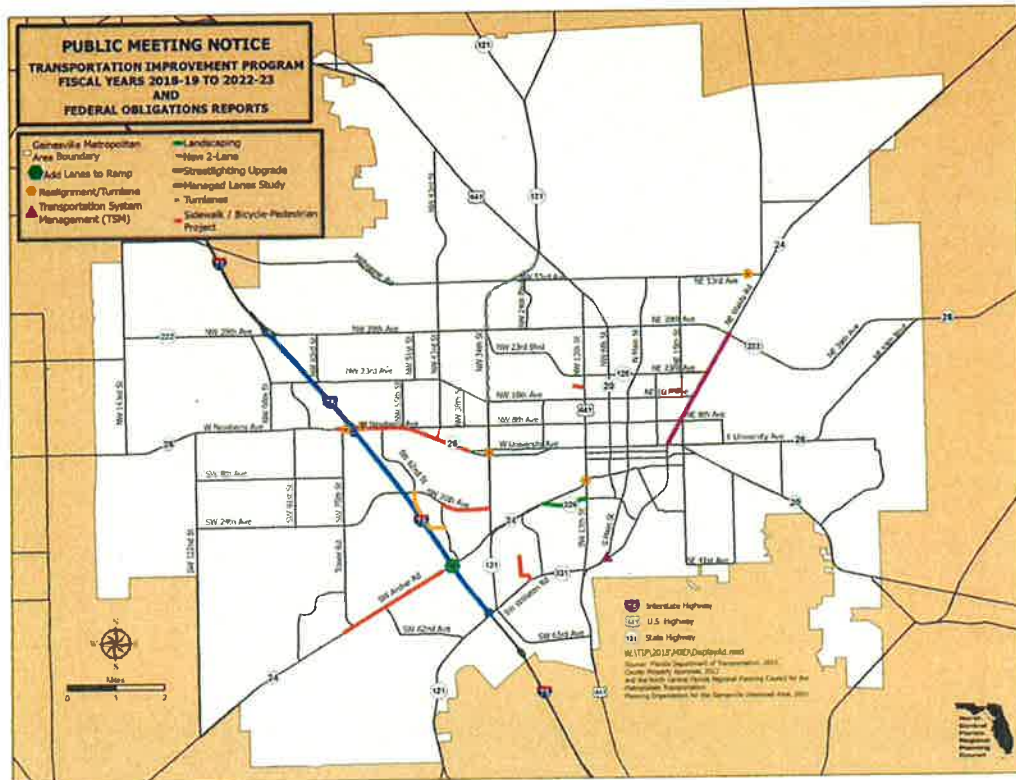


EXHIBIT 4



COMMUNITY TRANSPORTATION MEETING

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

Jack Durrance Auditorium, County Administration Building,
12 SE 1ST STREET, GAINESVILLE, FLORIDA

PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2018-19 to 2022-23. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2040 Long-Range Transportation Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2040. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program will satisfy the Program of Projects.

The Federal Obligations Reports are included in Appendix B of the Transportation Improvement Program. These Reports show the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2016 through September 30, 2017.

This map only shows some of the transportation projects scheduled during the next five years. The proposed Transportation Improvement Program includes transportation projects such as: bicycle; pedestrian; project development and environmental studies; resurfacing/repaving; school safety concern; transportation alternatives; and transit projects, including transportation disadvantaged projects.

THE MEETING ROOM WILL BE OPEN AT 4:30 PM FOR THE PUBLIC TO REVIEW THE PROPOSED
TRANSPORTATION IMPROVEMENT PROGRAM
AND STAFF WILL BE PRESENT TO ANSWER QUESTIONS.

Copies of the meeting agenda and more detailed information concerning the Federal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, c/o North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida 32653, by appearing in person at the above address during business hours, at the www.ncfrpc.org/mtpo website, or by calling 352.955.2200. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Scott Koons at 352.955.2200, extension 101, at least seven (7) days before the public meeting.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area consists of the Gainesville City Commission, the Alachua County Commission and nonvoting advisors of the University of Florida, the Florida Department of Transportation and the Alachua County League of Cities. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.



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June 18, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: List of Priority Projects for Fiscal Years 2019-20 to 2023-24

JOINT RECOMMENDATION

The Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2019-20 to 2023-24 List of Priority Projects (Exhibit 1).

BICYCLE/PEDESTRIAN ADVISORY BOARD

The Bicycle/Pedestrian Advisory Board recommends that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2019-20 to 2023-24 List of Priority Projects with the changes shown on Table 1 Bicycle/Pedestrian Priorities (Exhibit 2).

The Citizens Advisory Committee did not have a quorum.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five Year Work Program. A full color copy of the draft *List of Priority Projects* can be viewed at the following website link:

<http://ncfrpc.org/mtpo/publications/LOPP/LOPP1&df.pdf>

Currently, the NW 6th Street Rail-Trail Extension Corridor is listed on the Shared-Use Network Trail Opportunity List. To be eligible for Shared-Use Network Trail funding, the NW 6th Street Rail-Trail Extension Corridor would need to be placed on the Shared-Use Network Trail Priority List maintained by the Office of Greenways and Trails.

The Bicycle/Pedestrian Advisory Board recommendation has the third and seventh State Highway System funded priorities shown as the first and second priorities.

Attachments

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A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School funds, State Highway System funds, SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program.

Table 1
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2019-20 to 2023-24

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

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2019-20 to 2023-24**

**Table 1 (Continued)
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2019-20 to 2023-24**

Number	Project	Location	Description
SUNTrail Funds			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
2-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
3-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
4-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Number	Project	Location	Description
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming in the corridor. [22,500 AADT]
3-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
4-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
5-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
6-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
7-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
8-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
9-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

Bicycle/Pedestrian Advisory Board State Highway System priorities are shown in red text.

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


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

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



June 18, 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 -
Request for Qualifications and Scope of Services Status Report

STAFF RECOMMENDATION

Ratify the Year 2045 Long-Range Transportation Plan update consultant short list consisting of the following firms:

- **The Corradino Group;**
- **H. W. Lochner, Inc.; and**
- **NUE Urban Concepts.**

BACKGROUND

By notice in the Florida Administrative Register on April 27, 2018 and solicitation of firms with offices within Florida of national peer metropolitan planning organizations (Exhibit 1) and firms that previously assisted Florida metropolitan planning organizations (Exhibit 2), the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area solicited assistance with the Year 2045 Long-Range Transportation Plan update. The Metropolitan Transportation Planning Organization received letters of interest from The Corradino Group, H. W. Lochner, Inc. and NUE Urban Concepts.

At its April 23, 2018 meeting, the Metropolitan Transportation Planning Organization requested an opportunity to ratify the Year 2045 Long-Range Transportation Plan update consultant short list and receive consultant projects lists. Exhibit 3 shows the project timeline.

The Corradino Group letter of interest did not identify any subconsultants for the Year 2045 Long-Range Transportation Plan update. The Corradino Group was the sole consultant for the Year 2025 Livable Community Reinvestment Plan. Exhibit 4 shows projects from the letter of interest.

The H. W. Lochner, Inc. letter of interest indicated that the following firms will be subconsultants for the Year 2045 Long-Range Transportation Plan update: Neel-Schaffer; InNovo Partners, LLC; and Asha Planning Consultancy, Inc. Exhibit 5 shows projects from the letter of interest.

The NUE Urban Concepts letter of interest indicated that the following firms will be subconsultants for the Year 2045 Long-Range Transportation Plan update: FuturePlan Consulting, Inc.; Quest Corporation of America; Eng, Denman & Associates, Inc; The Republic of Design; and DE Traffic LLC. Exhibit 6 shows projects from the letter of interest.

Attachments

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EXHIBIT 1

Consultant Outreach - National Peer

Metropolitan Planning Organization Central City	Public University	Public Transit	Consultant
Ames, Iowa	Iowa State University	Cyride	HDR-Omaha
Athens, Georgia	University of Georgia	Athens Transit System	Reynolds, Smith & Hills-Savannah
Auburn, Alabama	Auburn University	Tiger Transit	Atkins-Vestavia
Bloomington, Indiana	University of Indiana	Bloomington Transit	The Corradino Group [travel demand model]
Burlington, Vermont	University of Vermont	-	In-House
Charlottesville, Virginia	University of Virginia	-	In-House
Coeur d'Alene, Idaho	University of Idaho	-	In-House
Columbia, Missouri	University of Missouri	-	In-House
Corvallis, Oregon	Oregon State University	-	<i>Plangineering/David Evans & Associates/PlaceWays</i>
Dekalb, Illinois	Northern Illinois University	Huskie Bus Line	Parsons-Brinckerhoff
Duluth, Minnesota	University of Minnesota-Duluth	Duluth Transit Authority	AECOM
Eau Claire, Wisconsin	University of Wisconsin-Eau Claire	-	In-House/Wisconsin Department of Transportation
Elizabethtown, Kentucky	Western Kentucky University	-	In-House
Eugene, Oregon	University of Oregon	-	In-House
Fargo, North Dakota	North Dakota State University	MATBUS	HDR
Flagstaff, Arizona	University of Northern Arizona	Mountain Line	Kimley-Horn/Charlier & Associates
Grand Forks, North Dakota	University of North Dakota	-	In-House/North Dakota Department of Transportation
Greenville, North Carolina	East Carolina University	-	In-House
Hattiesburg, Mississippi	University of Southern Mississippi	Hub City Transit	Neel-Schaffer
Idaho Falls, Idaho	Idaho State University	-	In-House
Iowa City, Iowa	University of Iowa	-	In-House
Johnson City, Tennessee	East Tennessee State University	Johnson City Transit	KCI Technologies, Inc.
Lafayette, Indiana	Purdue University	-	In-House
Las Cruces, New Mexico	New Mexico State University	-	In-House
Lawrence, Kansas	University of Kansas	-	In-House
Logan, Utah	Utah State University	-	In-House
Manhattan, Kansas	Kansas State University	-	<i>Olsson Associates</i> [travel demand model]
Missoula, Montana	University of Montana	-	<i>LSA Associates, Inc.</i>
Morgantown, West Virginia	University of West Virginia	-	<i>Burgess & Niple</i>
Springfield, Illinois	University of Illinois-Springfield	-	In-House
State College, Pennsylvania	Pennsylvania State University	-	In-House
Tuscaloosa, Alabama	University of Alabama	-	In-House/Alabama Department of Transportation
Urbana, Illinois	University of Illinois	-	In-House

Note - Consultants in *italic text* do not have a Florida office.

EXHIBIT 2

Consultant Outreach - Florida Metropolitan Planning Organization

Consultant	Florida Metropolitan Planning Organization
AECOM	Miami-Dade County
*Atkins	Hillsborough County Florida-Alabama
Gannett-Fleming	Miami-Dade County
Ghyabi/Benesch	River-To-Sea
Jacobs	Charlotte County-Punta Gorda Lee County
Kimley-Horn	Indian River County Polk County Martin County St. Lucie County
Leftwich	Lake County-Sumter County Metroplan Orlando Plam Beach County
*Renaissance Planning Group	Space Coast
Stantec	Collier County
Tindale-Oliver	Hernando County-Citrus County Ocala-Marion County Pasco County St. Lucie County

* Previous consultant to the Metropolitan Transportation Planning Organization

EXHIBIT 3

Request for Qualifications Advertised	April 27, 2018 at 5:00 p.m. Eastern Standard Time
Letters of Interest and Statements of Qualifications due	May 29, 2018 at 5:00 p.m. Eastern Daylight Savings Time
Technical Review Committee Evaluates Letters of Interest and Statements of Qualifications and the Project Manager Identifies At Least Three Firms with the Highest Scores To Make Oral Presentations to the Technical Review Committee	June 6, 2018 at 10:00 a.m.
Scope of Services Meeting	June 20, 2018 at 10:00 a.m. Eastern Daylight Savings Time
Written Proposals Due	July 25, 2018 at 5:00 p.m. Eastern Daylight Savings Time
Consultant Oral Presentations to Technical Review Committee and Technical Review Committee Ranks Three Firms in Priority Order	August 8, 2018 at 10:00 a.m. Eastern Daylight Savings Time
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Meeting- Approves Consultant Contract	August 27, 2018 at 3:00 p.m. Eastern Daylight Savings Time
Consultant Begins Work	October 1, 2018

EXHIBIT 4

The Corradino Group Projects*

Metropolitan Planning Organization/ Municipality	Activity/Project
Aventura	Master Plan for Bicycle and Pedestrian Connectivity
Cutler Bay, FL	Cutler Bay Complete Streets Corridor Analysis
	Transportation Master Plan / Bicycle and Pedestrian Plan
Doral, FL	Transportation Master Plan / Transit Mobility Plan / Traffic Calming Study
FDOT District 4	Southeast Regional Planning Model 7.0 Model Development
	Treasure Coast Regional Planning Model Version 3
Gainesville MTPO	Year 2025 Livable Community Reinvestment Plan
Homestead, FL	General Planning Services
Indianapolis	Long-Range Transportation Plan Update
Lansing MI	Tri-County Regional Planning Commission Transit Needs and Economic Prosperity Study
Memphis	Livability 2040 Regional Transportation Plan Public Involvement Support
Miami-Dade	2040 Southeast Florida Regional Long-Range Transportation Plan Forecasts Development
	First-Mile/Last-Mile Mobility Study
	Impact of Future Technology in the 2045 Long-Range Transportation Plan
	Miami-Dade County Smart Plan - Analysis of the North Corridor
Miami Lakes, FL	Alternative to Concurrency Study
North Miami, FL	North Miami Express Comprehensive Operational Analysis
North Miami Beach, FL	Transit Circulator Comprehensive Operational Analysis
Palmetto Bay, FL	Bicycle and Pedestrian Master Plan
Rockford, IL	Rockford Mass Transit District Comprehensive Transit Study and Analysis
South Miami, FL	South Miami Complete Streets Manual

*Consultant activity identified in the letter of interest

EXHIBIT 5

H. W. Lochner, Inc. Projects*

Metropolitan Planning Organization/ Municipality / State	Activity/Project
Alexandria, LA	Travel Demand Model / Transportation Plan
Baton Rouge, LA	2037 Transportation plan Update / Metropolitan Transportation 2042
Clarksville, TN	Travel Demand Model Update
Dothan, AL	Bicycle and Pedestrian Master Plan / Metropolitan Transportation Plan 2040
Fairhope, AL	Travel Demand Model / Traffic Operations and Planning Report
FDOT District 5	Districtwide Planning and Geographic Information System Support
FDOT District 5	Districtwide Transportation System Management and Operations Support
FDOT District 7	Districtwide Planning - Strategic Intermodal System Studies
Gulf Coast, MS	Travel Demand Model / Transportation Plan
Hattiesburg, MS	Travel Demand Model / Transportation Plan
Houma-Thiboudaux, LA	Transportation Plan Update
Indian River	General Planning Consultant - Bicycle-Pedestrian/Long-Range/Transit Planning
Island County	2025 Long-Range Transportation Plan
Jackson, MS	Transit Plan / Travel Demand Model / Transportation Plan
Lafayette, LA	2040 Transportation Plan Update / Travel Demand Model
Lake Charles, LA	Transportation Plan Update
Louisiana	Statewide Evacuation Model
Louisville, KY	MOVE Louisville Plan / Transforming Dixie Highway
LYNX Service Area	Orange County-Osceola County-Seminole County Transit Development Plan
Memphis, TN	Regional Demand Model
Miami-Dade	Miami-Dade County Typical Roadway Section and Zoned Right-Of-Way Study
Miami Lakes, FL	Commute Trip Reduction Program
Mississippi	Multiplan 2040 - Statewide Transportation Plan Update
Monroe, LA	Travel Demand Model / Transportation Plan
Nashville, TN	Jefferson Street Corridor Study
Natchitoches	Travel Demand Model / Transportation Plan
Roosevelt, UT	Basin Transit Association Transit Plan
Sarasota, FL	Bee Ridge Corridor Study
Shreveport, LA	Travel Demand Model / Transportation Plan
Tampa Bay Region	Premium Transit Feasibility Study
Utah	Statewide Long-Range Transportation Plan System Development -Scenario Planning

*Consultant activity identified in the letter of interest

Lochner
Asha
Neel-Schaffer
InNovo

EXHIBIT 6

NUE Urban Concepts Projects*

Metropolitan Planning Organization/ Municipality	Activity/Project
Alachua County	Celebration Pointe Transit Oriented Development
Bay County	Panama City Urbanized Area 2020 Long-Range Transportation Plan Update
Brevard County	County System Traffic Operational Study Data Collection
Broward County	2025 / 2030 Long-Range Transportation Plan Updates
Capital Region	Tallahassee-Leon County 2020 /2030 Long-Range Transportation Plan Updates Alternative Mobility Funding System Study
Chattanooga, TN	2030 / 2035 Long-Range Transportation Plan Updates
Collier	2035 Long-Range Transportation Plan Re-Evaluation
DeBary, FL	Mobility Plan
Delray Beach	Bicycle Network Planning
Flagler County	County System Traffic Operational Study Data Collection
Florida-Alabama	Pensacola Urbanized Area 2015 Long-Range Transportation Plan Update
FDOT District 5	Districtwide Off-System traffic Volume Counts - 2012
FDOT District 7	State Road 580 (Busch Boulevard) Corridor Study Public Involvement
Gainesville MTPO	Year 2035 Livable Community Reinvestment Plan 2040 Long-Range Transportation Plan Update Public Involvement
Hillsborough	2035 Long-Range Transportation Plan Update
Maitland, FL	Mobility Plan and Fees Mobility Plan
Memphis	2035 Long-Range Transportation Plan Update
Metroplan Orlando	2025 Long-Range Transportation Plan Update 2040 Long-Range Transportation Plan Update Public Involvement
Miami-Dade	2020 Long-Range Transportation Plan Update
North Florida	Jacksonville Urbanized Area 2025 / 2030 Long-Range Transportation Plan Updates
Okaloosa-Walton	Fort Walton Beach Urbanized Area 2015 Long-Range Transportation Plan Update
Palm Beach Gardens, FL	Mobility Plan and Fees Bicycle Network Planning / Mobility Plan
Polk County	2010 / 2030 Long-Range Transportation Plan Updates
Sarasota, FL	Mobility Plan and Fee
Southeast Florida	2035 / 2040 Long-Range Transportation Plan Updates
Space Coast	Brevard Area 2010 Long-Range Transportation Plan Update
Volusia County	County System Traffic Operational Study Data Collection
West Palm Beach, FL	2040 Long-Range Transportation Plan Update
West Palm Beach Gardens, FL	Mobility Plan and Fees

*Consultant activity identified in the letter of interest

NUE Urban Concepts, LLC.
 FuturePlan Consulting, LLC.
 The Republic of Design, Inc.
 DE Traffic
 EDA
 Qwest

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

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