

# Meeting Packet

## October 22, 2018

### 3:00 p.m.



Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area





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

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

October 15, 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 **October 22, 2018 at 3:00 p.m.** This meeting will be held in the **John R. "Jack" Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

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**I**  
Serving Alachua  
Bradford • Columbia  
Dixie • Gilchrist • Hamilton  
Lafayette • Levy • Madison  
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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

**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.  
October 22, 2018**

**STAFF RECOMMENDATION**

- |                   |   |                                     |
|-------------------|---|-------------------------------------|
| <b>Page #3</b>    | <b>I. Approval of Meeting Agenda and Consent Agenda Items</b>   | <b>APPROVE BOTH AGENDAS</b>         |
|                   | <u>The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.</u>  |                                     |
| <b>Page #183</b>  | <b>II. Bridge, Pavement and System Performance Measures and Targets</b>   | <b>APPROVE JOINT RECOMMENDATION</b> |
|                   | <u>The Metropolitan Transportation Planning Organization needs to set Bridge, Pavement and System Performance Targets and modify its planning documents to comply with federal legislation.</u> |                                     |
| <b>Page #199</b>  | <b>III. Roadway Maintenance Jurisdiction within the Gainesville Metropolitan Area</b>   | <b>RECEIVE PRESENTATION</b>         |
|                   | <u>The Metropolitan Transportation Planning Organization Chair requested information concerning roadway maintenance jurisdiction within the Gainesville Metropolitan Area.</u>                  |                                     |
| <b>Page #217</b>  | <b>IV. Year 2045 Long-Range Transportation Plan Update</b>  | <b>RECEIVE PRESENTATION</b>         |
|                   | <u>Staff and consultant will provide an overview of this two-year planning process.</u>   |                                     |
| <b>Back Cover</b> | <b>V. Next Meeting</b>  | <b>NO ACTION REQUIRED</b>           |
|                   | <u>The next Metropolitan Transportation Planning Organization meeting is scheduled for December 17, 2018 at 5:00 p.m.</u>   |                                     |

## **VI. Comments**

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

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

\*No backup material included with the attached agenda material.



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

**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.  
October 22, 2018**

**STAFF RECOMMENDATION**

**Page #9      CA. 1    Minutes - August 27, 2018      APPROVE MINUTES**

This set of Metropolitan Transportation Planning Organization minutes is ready for review.

**Page #31      CA. 2    Unified Planning Work Program Amendment      APPROVE JOINT  
RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to amend its Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program in order to receive a \$3,640 increase in the Federal Transit Administration Section 5305(d) grant award.

**Page #51      CA. 3    Proposed Amended Budget for Fiscal Year 2017-18      APPROVE STAFF  
RECOMMENDATION**

This amended budget will allow staff to monitor Metropolitan Transportation Planning Organization expenditures and make appropriate adjustments as needed.

**Page #55      CA. 4    Engagement Letter for Fiscal Year 2017-18 Audit      APPROVE STAFF  
RECOMMENDATION**

The audit this year will be prepared by Powell and Jones, Certified Public Accountants.

**Page #63      CA. 5    State Highway System Roundabout -      APPROVE STAFF  
State Road 121 (NW 34th Street) at NW 53rd Avenue -  
Florida Department of Transportation Response      RECOMMENDATION**

The Florida Department of Transportation has provided a report for the State Road 121 (NW 34th Street) at NW 53rd Avenue intersection roundabout evaluation.

Page #69	CA. 6	Transportation Alternatives Program/ Safe Routes to School Application Notice	APPROVE STAFF RECOMMENDATION
		<u>The Florida Department of Transportation has notified agencies concerning the Transportation Alternatives Program/Safe Routes to School grant application cycle.</u>	
Page #91	CA. 7.	U.S. Highway 441 Resurfacing Project Scoping Update	APPROVE STAFF RECOMMENDATION
		<u>The Metropolitan Transportation Planning Organization requested involvement in the scoping phase of the U.S. Highway 441 Resurfacing Project.</u>	
Page #127	CA. 8	Bylaws Amendments - A. Rural Advisor Term	APPROVE STAFF RECOMMENDATION
		<u>In 2017, the Metropolitan Transportation Planning Organization amended its Bylaws concerning the selection of its Rural Advisor without providing a term.</u>	
Page #131		B. Citizens Advisory Committee Attendance Policy Revision and Reinstatement of Citizens Advisory Committee Designate	APPROVE COMMITTEE RECOMMENDATION
		<u>The Citizens Advisory Committee has proposed amendments to the Metropolitan Transportation Planning Organization Bylaws concerning its attendance policy and reinstatement of the Citizens Advisory Committee Designate.</u>	
Page #135	CA. 9	U.S. Highway 441 (NW 13th Street) Pedestrian Crossing [4372971] at Gainesville High School Update	FOR INFORMATION ONLY
		<u>The Metropolitan Transportation Planning Organization has received a Florida Department of Transportation response concerning the pedestrian crossing at Gainesville High School.</u>	
Page #141	CA. 10	Interstate 75 Exit Maintenance Issues Update	FOR INFORMATION ONLY
		<u>The Metropolitan Transportation Planning Organization has received a Florida Department of Transportation response concerning Interstate 75 Exit maintenance issues.</u>	
Page #145	CA. 11	State Road 24 (Archer Road) at the University of Florida Update	FOR INFORMATION ONLY
		<u>The modifications to State Road 24 (Archer Road) from State Road 226 (SW 16th Avenue) to U.S. Highway 441 (SW 13th Street) using University of Florida Campus Development Agreement funds is under construction.</u>	
Page #157	CA. 12	Coastal Connector Update	FOR INFORMATION ONLY
		<u>The Florida Department of Transportation has abandoned the Coastal Connector Study and plans to focus on modifications to Interstate 75.</u>	

**Page #165 CA. 13 Construction Project Funding Comparison - Florida Department of Transportation District 2** **FOR INFORMATION ONLY**

The Metropolitan Transportation Planning Organization Chair requested a construction project funding comparison within Florida Department of Transportation District 2.

**Page #169 CA. 14 Transportation Disadvantaged Program - Alachua County Transportation Disadvantaged Board Appointment** **APPOINT MR. HAUZER**

Nick Hauzer has applied for appointment as the alternate Florida Department of Elder Affairs Representative.

**Page #173 CA. 15 Transportation Disadvantaged Program - Status Report** **NO ACTION REQUIRED**

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



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***Consent***

***Agenda***

***Enclosures***



MINUTES  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

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

August 27, 2018  
3:00 p.m.

MEMBERS PRESENT

David Arreola, Vice-Chair  
Mike Byerly  
Charles Chestnut IV, Secretary/Treasurer  
Ken Cornell, Chair  
Adrian Hayes-Santos  
Robert Hutchinson  
Lauren Poe  
Mari Schwabacher/Greg Evans  
Harvey Ward

MEMBERS ABSENT

Gail Johnson  
Doug Jones  
Lee Pinkoson  
Curtis Reynolds  
Gigi Simmons  
Helen Warren

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante  
Scott Koons

## CALL TO ORDER

Chair Ken Cornell called the meeting to order at 3:05 p.m.

## I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Cornell asked for approval of the meeting agenda and consent agenda. He requested that the motion include placement of item CA.7 Transportation Improvement Program Update - Florida Department of Transportation Approval; State Road 26 (West Newberry Road) Sidewalk Project [4305421] Information; and Alachua County Letter To The Florida Department Of Transportation Concerning County Incentive Grant Program-Funded Projects on the meeting regular agenda. He asked if there were any other requests to modify the agenda.

A member requested an additional item to discuss the Gainesville High School pedestrian crossing project on U.S. Highway 441 (NW 13th Street) and local government coordination with the Florida Department of Transportation.

**MOTION: Commissioner Hutchinson moved to approve the:**

1. **Consent Agenda as amended to move CA. 7 Transportation Improvement Program Update - Florida Department of Transportation Approval; State Road 26 (West Newberry Road) Sidewalk Project [4305421] Information; and Alachua County Letter to the Florida Department of Transportation Concerning County Incentive Grant Program-Funded Projects to the Meeting Regular Agenda; and**
2. **Place CA. 7 Transportation Improvement Program Update - Florida Department of Transportation Approval; State Road 26 (West Newberry Road) Sidewalk Project [4305421] Information; and Alachua County Letter To The Florida Department of Transportation Concerning County Incentive Grant Program-Funded Projects the Meeting Agenda after item I. Approval of Meeting Regular Agenda and Consent Agenda; and**

**3. Add to the meeting agenda item IV.A U.S. Highway 441 (NW 13th Street)  
Pedestrian Crossing Project at Gainesville High School.**

**Commissioner Hayes-Santos seconded; motion passed unanimously.**

**CA.7 TRANSPORTATION IMPROVEMENT PROGRAM UPDATE -  
FLORIDA DEPARTMENT OF TRANSPORTATION APPROVAL  
STATE ROAD 26 (WEST NEWBERRY ROAD) SIDEWALK PROJECT [4305421] INFORMATION  
ALACHUA COUNTY LETTER TO THE FLORIDA DEPARTMENT OF TRANSPORTATION  
CONCERNING COUNTY INCENTIVE GRANT PROGRAM-FUNDED PROJECTS**

Chair Cornell stated that this item was placed on the agenda to discuss the Alachua County letter concerning County Incentive Grant Program-funded projects and the Florida Department of Transportation response email.

James Harriott, Alachua County Assistant County Manager, discussed the NW 23rd Avenue County Incentive Grant Program application and discussions with the Florida Department of Transportation and answered questions.

Mari Schwabacher, Florida Department of Transportation District 2 Planning Specialist IV, and Mr. Harriott discussed the status of funding for the SW 62nd Boulevard Connector project.

Deborah Leistner, Gainesville Transportation Planning Manager, discussed the SW 62nd Boulevard Connector overall project description and the interim project description and answered questions.

Jeffrey Hays, Alachua County Transportation Planning Manager, discussed SW 20th Avenue modifications and answered questions.

Mr. Harriott confirmed that the SW 20th Avenue bridge at Hogtown Creek was in a state-of-good-repair. He also stated that if these County Incentive Grant Program funds are not restored to the SW 62nd Boulevard Connector project, then these funds do not come back to Alachua County.

Craig Carter spoke in support of County Incentive Grant Program funding restoration for the SW 62nd Boulevard Connector project.

Sylvia Torres, Metropolitan Transportation Planning Organization Attorney, discussed local roadway maintenance transfers.

Deborah Butler, Butler Enterprises President, and Gerry Dedenbach, consultant to Butler Enterprises, spoke in support of County Incentive Grant Program funding restoration. for the SW 62nd Boulevard Connector project.

Kristen Young, representing Gainesville Citizens for Active Transportation, state she did not support using public funds for the SW 62nd Boulevard Connector project.

**MOTION: Commissioner Chestnut moved to recommend that the Alachua County Board of County Commissioners send letters to the:**

- 1. Florida Department of Transportation requesting restoration of County Incentive Grant Program funds for the SW 62nd Boulevard Connector project; and**
- 2. City of Gainesville requesting reaffirmation of maintenance of SW 62nd Boulevard from SW 20th Avenue to State Road 26 (Newberry Road) by the City.**

**Mayor Poe seconded.**



**SUBSTITUTE MOTION:**

**Commissioner Hutchinson moved to recommend that the Alachua County Board of County Commissioners send letters to the:**

- 1. Florida Department of Transportation requesting restoration of County Incentive Grant Program funds for the SW 62nd Boulevard Connector project;**
- 2. City of Gainesville requesting reaffirmation of maintenance of SW 62nd Boulevard from SW 20th Avenue to State Road 26 (Newberry Road) by the City; and**
- 3. City of Gainesville requesting the City accept NW 16th Avenue for maintenance or assume maintenance of another County Road valued at \$4.4 million in present value for the SW 62nd Boulevard Connector project.**

**Commissioner Byerly seconded; motion failed (Commissioners Arreola, Chestnut and Hayes-Santos, Ward, and Mayor Poe in dissent).**

**ORIGINAL MOTION RESTATED:**

**Commissioner Chestnut moved to recommend that the Alachua County Board of County Commissioners send letters to the:**

- 1. Florida Department of Transportation requesting restoration of County Incentive Grant Program funds for the SW 62nd Boulevard Connector project; and**
- 2. City of Gainesville requesting reaffirmation of maintenance of SW 62nd Boulevard from SW 20th Avenue to State Road 26 (Newberry Road) by the City.**

**Mayor Poe seconded; motion failed (Commissioners Byerly and Hutchinson in dissent).**

**II. TRANSPORTATION IMPROVEMENT PROGRAM - ROLL FORWARD PROJECTS**

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

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

Chair Cornell recognized a quorum was not present and advanced the meeting to discuss item IV. U.S. Highway 441 Resurfacing Project Scoping Update.

#### IV. U.S. HIGHWAY 441 RESURFACING PROJECT SCOPING UPDATE

Mr. Koons stated that the Metropolitan Transportation Planning Organization requested an opportunity to participate in the U.S. 441 Resurfacing Project Scoping. He discussed recommendations forwarded to the Florida Department of Transportation and answered questions. He said that Florida Department of Transportation staff was present to discuss the proposed scoping.

Ryan Asmus, Florida Department of Transportation District 2 Project Manager, discussed the U.S. Highway 441 Resurfacing Project scoping. He noted that the Department had received the Alachua County letter that referenced a linear park in the corridor.

Chair Cornell recognized a quorum was restored and continued the meeting to discuss items II. Transportation Improvement Program - Roll Forward Projects and III. Transit Performance Measures and Targets.

#### II. TRANSPORTATION IMPROVEMENT PROGRAM - ROLL FORWARD PROJECTS (Continued)

**MOTION: Mayor Poe moved to approve the amendment to the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program to roll forward funding into Fiscal Year 2018-19 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1. Commissioner Ward seconded. Mr. Koons conducted a show-of-hands vote.**

City Member	Yes	No	County Member	Yes	No
David ARREOLA	X				
			Mike BYERLY	X	
			Charles CHESTNUT IV	X	
Adrian HAYES-SANTOS	X				
			Robert HUTCHINSON	X	
Lauren POE	X				
Harvey WARD	X				
			Ken CORNELL	X	
<b>Totals</b>	<b>4</b>	<b>0</b>		<b>4</b>	<b>0</b>

**Motion passed.**

#### III. TRANSIT PERFORMANCE MEASURES AND TARGETS

Mr. Koons stated that the Metropolitan Transportation Planning Organization is required by federal transportation regulations to set transit performance targets. He discussed the proposed transit targets and answered questions.

**MOTION: Commissioner Hayes-Santos moved to set transit performance targets as shown in Exhibit 2. Commissioner Hutchinson seconded; motion passed unanimously.**

#### IV. U.S. HIGHWAY 441 RESURFACING PROJECT SCOPING UPDATE (Continued)

Mr. Asmus continued discussion of the U.S. Highway 441 Resurfacing Project scoping and answered questions. He noted that the project adds guard rails along Paynes Prairie, new rumble strips and the raising of the roadway profile by five inches.

Chair Cornell requested that staff place the U.S. Highway 441 Resurfacing Project Scoping on the October 22, 2018 meeting agenda.

#### IV.A U.S. HIGHWAY 441 (NW 13TH STREET) PEDESTRIAN CROSSING PROJECT GAINESVILLE HIGH SCHOOL

Mr. Koons stated that a member wanted to discuss the pedestrian crossing modifications on NW 13th Street next to Gainesville High School. He said that staff was not aware of this Florida Department of Transportation pedestrian crossing modification push-button project [4372971].

A member discussed his concerns about the placement of a crossing device in the middle of the sidewalk. He suggested increased coordination between local government and Florida Department of Transportation.

A member stated that Florida Department of Transportation review local land development codes.

A member discussed concerns about fencing along Interstate 75 adjacent to the State Road 24 (Archer Road) exit.

Mr. Koons noted that Florida Department of Transportation is implementing its new context sensitive design criteria. He reported that the Metropolitan Transportation Planning Organization requested striping for bikelanes as part of the most recent NW 13th Street resurfacing project. He also reported that the Department stated modifications to the medians and narrowing travel lanes was beyond the scope of the resurfacing project.

Ms. Schwabacher stated she would discuss this project with staff.

Mr. Bob Karp supported bicycle lanes on NW 13th Street.

**MOTION: Commissioner Hayes-Santos moved to authorize the Chair to send a letter to the Florida Department of Transportation to request:**

- 1. Relocation of the footer/pole adjacent to the northbound travel lanes to the east side of the sidewalk for the U.S. Highway 441 (NW 13th Street) Pedestrian Crossing Project [4372971]; and**
- 2. Coordination with Alachua County, City of Gainesville and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area concerning all future Florida Department of Transportation push-button projects to ensure compliance with local design standards.**

**Commissioner Byerly seconded; motion passed unanimously.**

V. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Cornell announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for October 22, 2018 at 3:00 p.m.

VI. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member discussed concerns about litter at Interstate 75 exits.

**MOTION: Commissioner Hayes-Santos moved to authorize the Chair to send a letter to the Florida Department of Transportation requesting the removal of:**

- 1. Litter from Interstate 75 exits and consider bolstering the schedule for mowing and litter collection at the Interstate 75 exits; and**
- 2. Unsecured fencing along Interstate 75 adjacent to the State Road 24 (Archer Road) exit and the Celebration Pointe Bridge.**

**Commissioner Byerly seconded; motion passed unanimously.**

B. CITIZENS

Mr. David Flagg thanked the Metropolitan Transportation Planning Organization members for their service.

C. CHAIR'S REPORT

Mr. Koons noted that Charles Pinkoson, a former Citizens Advisory Committee member and father of a Metropolitan Transportation Planning Organization member, had passed away.

A member noted that the sister of a Metropolitan Transportation Planning Organization member also passed away recently.

Chair Cornell expressed condolences.

ADJOURNMENT

The meeting was adjourned at 5:15 p.m.

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Date

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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>
Deborah Butler	Chris Dawson	Dekova Batey	Ryan Asmus
Craig Carter	Ramon Gavarrete	Daniel Hoffman	Victor Ferraro
Mark Coleman	James Harriott	Deborah Leistner	Craig Teal
Gerry Dedenbach	Jeffrey Hays	Anthony Lyons	
Dan Duncanson	Sean McLendon	Krys Ochia	
Judy Etzler	Mark Sexton		
David Flagg	Tom Strom		
Christina Flagg	Sylvia Torres		
Vicki Gervakis			
Staz Guntek			
Bob Karp			
Edward Ng			
Ewen Thomson			
Chris Towne			
James Wilson			
Kristen Young			

\* 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.  
August 27, 2018**

**STAFF RECOMMENDATION**

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

- Page #81      CA. 8      U.S. Highway 441 Resurfacing Project (4361571)      FOR INFORMATION ONLY**  
**Scoping - Rumble Strips**

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

- Page #107      CA. 9      U.S. Highway 441 (SW 13th Street) Charrette      FOR INFORMATION ONLY**  
**Implementation**

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

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

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

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

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

Exhibit A  
FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
\*\*\*\*\*  
HIGHWAYS  
\*\*\*\*\*

EXHIBIT 1  
DATE RUN: 07/02/2018  
TIME RUN: 08.32.40  
MBRMPOTP

ITEM NUMBER:207798 6  
DISTRICT:02  
ROADWAY ID:26030000

PROJECT DESCRIPTION:SR45/US27/US41  
COUNTY:ALACHUA  
PROJECT LENGTH: 1.073MI

\*NON-SIS\*  
TYPE OF WORK:RIGHT OF WAY ACTIVITIES  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	500	0	0	0	0	0	500
LF	90,819	0	0	0	0	0	0	90,819
SN	0	1,546	0	0	0	0	0	1,546
TOTAL 207798 6	90,819	2,046	0	0	0	0	0	92,865
TOTAL PROJECT:	90,819	2,046	0	0	0	0	0	92,865

ITEM NUMBER:207818 2  
DISTRICT:02  
ROADWAY ID:26080000

PROJECT DESCRIPTION:SR20(SE HAWTHORNE RD) FROM: EAST OF US301 TO: PUTNAM C/L  
COUNTY:ALACHUA  
PROJECT LENGTH: 1.701MI

\*SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	13,554	0	0	0	0	0	0	13,554
DIH	418,885	0	0	0	0	0	0	418,885
DS	211,037	0	0	0	0	0	0	211,037
NHPP	125,352	0	0	0	0	0	0	125,352
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	389,557	0	0	0	0	0	0	389,557
DIH	151,844	0	0	0	0	0	0	151,844
DIRS	633,617	0	0	0	0	0	0	633,617
DS	4,367	0	0	0	0	0	0	4,367
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	1	0	0	0	0	0	0	1
NHPP	6,738	0	0	0	0	0	0	6,738
SL	3,490	0	0	0	0	0	0	3,490
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	7,926,546	52,800	0	0	0	0	0	7,979,346
ACSA	0	5,000	0	0	0	0	0	5,000
DIH	6,003	3,241	0	0	0	0	0	9,244
DS	224,820	0	0	0	0	0	0	224,820
NHPP	7,916,868	0	0	0	0	0	0	7,916,868
TOTAL 207818 2	18,032,679	61,041	0	0	0	0	0	18,093,720
TOTAL PROJECT:	18,032,679	61,041	0	0	0	0	0	18,093,720

ITEM NUMBER:211365 6  
DISTRICT:02  
ROADWAY ID:26000094

PROJECT DESCRIPTION:SW 62ND BLVD ARTERIAL CONNECTOR  
COUNTY:ALACHUA  
PROJECT LENGTH: 1.516MI

\*NON-SIS\*  
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
HPP	1,275,796	0	0	0	0	0	0	1,275,796
SA	7,576	0	0	0	0	0	0	7,576
S117	2,984	0	0	0	0	0	0	2,984
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HPP	9,373	0	0	0	0	0	0	9,373
SA	27,936	18,488	0	0	0	0	0	46,424

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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE									
REPE	0	120,051	0	0	0	0	0	0	120,051
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE									
CIGP	0	0	0	0	4,441,760	0	0	0	4,441,760
LF	0	0	0	0	2,476,357	0	0	0	2,476,357
SL	0	0	0	0	8,036,289	0	0	0	8,036,289
TRIP	0	0	0	0	1,322,803	0	0	0	1,322,803
TRWR	0	0	0	0	1,329,534	0	0	0	1,329,534
TOTAL 211365 6	1,323,665	138,539	0	0	17,606,743	0	0	0	19,068,947

ITEM NUMBER:211365 7	PROJECT DESCRIPTION:SW 62ND BLVD FROM SR24 (ARCHER ROAD) TO SR26 (NEWBERRY ROAD)	*NON-SIS*
DISTRICT:02	COUNTY:ALACHUA	TYPE OF WORK:RIGHT OF WAY ACQUISITION
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	521,277	0	0	0	0	0	521,277
LF	0	5,308,181	0	0	0	0	0	5,308,181
REPE	0	251,524	0	0	0	0	0	251,524
SA	0	45,000	0	0	0	0	0	45,000
TRIP	0	4,864,481	0	0	0	0	0	4,864,481
TOTAL 211365 7	0	10,990,463	0	0	0	0	0	10,990,463
TOTAL PROJECT:	1,323,665	11,129,002	0	0	17,606,743	0	0	30,059,410

ITEM NUMBER:423071 4	PROJECT DESCRIPTION:I-75(SR93)@ SR24 (ARCHER RD)	*SIS*
DISTRICT:02	COUNTY:ALACHUA	TYPE OF WORK:INTERCHANGE - ADD LANES
ROADWAY ID:26260000	PROJECT LENGTH: .360MI	LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,001	0	0	0	0	0	1,001
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	1,239,381	0	0	0	0	0	0	1,239,381
DIH	45,160	3,591	0	0	0	0	0	48,751
DS	11,608	0	0	0	0	0	0	11,608
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,520	2,714	0	0	0	0	0	5,234
DS	773	8,904	0	0	0	0	0	9,677
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	500,056	0	0	0	0	0	500,056
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	7,489,548	0	0	0	0	0	7,489,548
DI	0	77,100	0	0	0	0	0	77,100
LF	0	41,178	0	0	0	0	0	41,178
TOTAL 423071 4	1,299,442	8,124,092	0	0	0	0	0	9,423,534
TOTAL PROJECT:	1,299,442	8,124,092	0	0	0	0	0	9,423,534



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

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

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

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

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

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

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

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

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

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

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

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

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ITEM NUMBER: 428803  
 DISTRICT: 02  
 ROADWAY ID: 26260000

PROJECT DESCRIPTION: I-75 (SR 93) FROM S. OF SR 222 TO N. OF SR 25/US 441  
 COUNTY: ALACHUA  
 PROJECT LENGTH: 11.421MI

\*SIS\*  
 TYPE OF WORK: RESURFACING  
 LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	109,120	0	0	0	0	0	109,120
DDR	98,629	0	0	0	0	0	0	98,629
DIH	19,983	0	0	0	0	0	0	19,983
DS	9,378	0	0	0	0	0	0	9,378
IM	1,015,100	0	0	0	0	0	0	1,015,100
NHPP	210,630	0	0	0	0	0	0	210,630
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	181,443	0	0	0	0	0	0	181,443
DDR	486,533	0	0	0	0	0	0	486,533
DI	748,506	0	0	0	0	0	0	748,506
DIH	189,798	0	0	0	0	0	0	189,798
DS	99,008	0	0	0	0	0	0	99,008
NHPP	7,939,499	0	0	0	0	0	0	7,939,499
SAAN	11,972,459	0	0	0	0	0	0	11,972,459
TOTAL 428803 1	22,970,966	109,120	0	0	0	0	0	23,080,086
TOTAL PROJECT:	22,970,966	109,120	0	0	0	0	0	23,080,086

ITEM NUMBER: 428804  
 DISTRICT: 02  
 ROADWAY ID: 26260000

PROJECT DESCRIPTION: I-75 (SR 93) FR S. OF SR 121 TO S. OF SR 222  
 COUNTY: ALACHUA  
 PROJECT LENGTH: 6.543MI

\*SIS\*  
 TYPE OF WORK: RESURFACING  
 LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	270	0	0	0	0	0	0	270
DIH	102,221	0	0	0	0	0	0	102,221
DS	37,024	0	0	0	0	0	0	37,024
IM	35,792	0	0	0	0	0	0	35,792
NHPP	1,969,772	0	0	0	0	0	0	1,969,772
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	13,011,981	37,664	0	0	0	0	0	13,049,645
DDR	794,569	0	0	0	0	0	0	794,569
DIH	34,511	4,582	0	0	0	0	0	39,093
DS	27,883	0	0	0	0	0	0	27,883
LF	6,700	0	0	0	0	0	0	6,700
NHPP	5,947,077	331	0	0	0	0	0	5,947,408
TOTAL 428804 1	21,967,800	42,577	0	0	0	0	0	22,010,377
TOTAL PROJECT:	21,967,800	42,577	0	0	0	0	0	22,010,377

ITEM NUMBER: 428805  
 DISTRICT: 02  
 ROADWAY ID: 26260000

PROJECT DESCRIPTION: I-75 (SR 93) FR MARION C/L TO S. OF SR 121  
 COUNTY: ALACHUA  
 PROJECT LENGTH: 9.271MI

\*SIS\*  
 TYPE OF WORK: RESURFACING  
 LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	39,798	0	0	0	0	0	0	39,798
NHPP	1,130,227	0	0	0	0	0	0	1,130,227

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

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

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

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

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ITEM NUMBER:434396 1  
DISTRICT:02  
ROADWAY ID:26090000

PROJECT DESCRIPTION:SR24 @ SW 23RD TERRACE  
COUNTY:ALACHUA  
PROJECT LENGTH: .010MI

\*NON-SIS\*  
TYPE OF WORK:TRAFFIC SIGNAL UPDATE  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	153,257	0	0	0	0	0	153,257
DIH	35	1,001	0	0	0	0	0	1,036
DS	239	0	0	0	0	0	0	239
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	0	685,592	0	685,592
DIH	0	0	0	0	0	7,885	0	7,885
TOTAL 434396 1	274	154,258	0	0	0	693,477	0	848,009
TOTAL PROJECT:	274	154,258	0	0	0	693,477	0	848,009

ITEM NUMBER:434559 1  
DISTRICT:02  
ROADWAY ID:26090000

PROJECT DESCRIPTION:SR24 (ARCHER RD) FROM US27A/BRONSON TO SW 75TH ST/TOWER RD  
COUNTY:ALACHUA  
PROJECT LENGTH: 10.188MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	80,058	0	0	0	0	0	0	80,058
DIH	18,817	14,182	0	0	0	0	0	32,999
DS	6,962	0	0	0	0	0	0	6,962
TOTAL 434559 1	105,837	14,182	0	0	0	0	0	120,019
TOTAL PROJECT:	105,837	14,182	0	0	0	0	0	120,019

ITEM NUMBER:435857 1  
DISTRICT:02  
ROADWAY ID:

PROJECT DESCRIPTION:SR 25 (US 441) SOUTH OF GAINESVILLE ADD LEFT TURN LANES PUSH BUTTON  
COUNTY:ALACHUA  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,259	11,542	0	0	0	0	0	13,801
TOTAL 435857 1	2,259	11,542	0	0	0	0	0	13,801
TOTAL PROJECT:	2,259	11,542	0	0	0	0	0	13,801

ITEM NUMBER:435891 1  
DISTRICT:02  
ROADWAY ID:26010000

PROJECT DESCRIPTION:SR25 (US441) @ SR24 (SW ARCHER RD)  
COUNTY:ALACHUA  
PROJECT LENGTH: .006MI

\*NON-SIS\*  
TYPE OF WORK:TRAFFIC SIGNAL UPDATE  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	550,000	0	0	550,000
DIH	0	2,000	0	0	0	0	0	2,000
TOTAL 435891 1	0	2,000	0	0	550,000	0	0	552,000
TOTAL PROJECT:	0	2,000	0	0	550,000	0	0	552,000

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

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

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

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

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

PROJECT DESCRIPTION:NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST  
COUNTY:ALACHUA  
PROJECT LENGTH: 2.280MI

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

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

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

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

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

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

ITEM NUMBER:442149 2  
DISTRICT:02  
ROADWAY ID:

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

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

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

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

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

ITEM NUMBER:442149 3  
 DISTRICT:02  
 ROADWAY ID:

PROJECT DESCRIPTION:NW CR 236 BEWTEEN NW CR 241 AND NW CR 239.  
 COUNTY:ALACHUA  
 PROJECT LENGTH: .000

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

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

ITEM NUMBER:442757 1  
 DISTRICT:02  
 ROADWAY ID:

PROJECT DESCRIPTION:NW 16TH AVE AT HOGTOWN CREEK BR NO. 260098  
 COUNTY:ALACHUA  
 PROJECT LENGTH: .000

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

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

ITEM NUMBER:442758 1  
 DISTRICT:02  
 ROADWAY ID:

PROJECT DESCRIPTION:SW WACHOOTA ROAD 1 MI NW OF SR25 (US441)  
 COUNTY:ALACHUA  
 PROJECT LENGTH: .000

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT

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

TRANSIT  
\*\*\*\*\*

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

ITEM NUMBER:404026 1		PROJECT DESCRIPTION:GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES						*NON-SIS*	
DISTRICT:02		COUNTY:ALACHUA						TYPE OF WORK:CAPITAL FOR FIXED ROUTE	
ROADWAY ID:		PROJECT LENGTH: .000						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE									
FTA	4,700,000	9,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	0	24,200,000
LF	1,175,000	2,375,000	625,000	625,000	625,000	625,000	0	0	6,050,000
TOTAL 404026 1	5,875,000	11,875,000	3,125,000	3,125,000	3,125,000	3,125,000	0	0	30,250,000
TOTAL PROJECT:	5,875,000	11,875,000	3,125,000	3,125,000	3,125,000	3,125,000	0	0	30,250,000

ITEM NUMBER:441520 1		PROJECT DESCRIPTION:ALACHUA CO 5339 RTS TRANSIT IMPROVEMENT						*NON-SIS*	
DISTRICT:02		COUNTY:ALACHUA						TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE	
ROADWAY ID:		PROJECT LENGTH: .000						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY									
FTA	0	259,662	0	0	0	0	0	0	259,662
LF	0	54,468	0	0	0	0	0	0	54,468
TOTAL 441520 1	0	314,130	0	0	0	0	0	0	314,130
TOTAL PROJECT:	0	314,130	0	0	0	0	0	0	314,130

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





## Exhibit 2

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

#### Revenue Vehicle Targets

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

#### Equipment Target

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

#### Facilities Performance Target


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





October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Unified Planning Work Program Amendment

**JOINT RECOMMENDATION**

**The Citizens Advisory Committee, Technical Advisory Committee and staff recommend approval of Resolution 2018-07 and amend the Unified Planning Work Program for the \$3,640 increase of its Federal Transit Administrative Section 5305(d) Grant award plus \$456 in matching state funds for Fiscal Year 2018-19, with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff.**

The Bicycle/Pedestrian Advisory Board did not have a quorum.

**BACKGROUND**

The Florida Department of Transportation has notified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area of a \$3,640 increase of its Federal Transit Administrative Section 5305(d) Grant award for Fiscal Year 2018-19 (see Exhibit 1).

In order to receive these additional federal transportation planning funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to amend its Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program. Resolution 2018-07 is Exhibit 2. Exhibit 3 includes excerpts of the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program that document the \$4,552 increase from the Federal Transit Administrative Section 5305(d) Grant award and matching funding.

The Unified Planning Work Program outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Urbanized Area.

Attachments



**From:** Scott Koons  
**Sent:** Monday, September 17, 2018 5:07 PM  
**To:** Mike Escalante  
**Subject:** FW: 5305 allocations

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**From:** Schwabacher, Mari [<mailto:Mari.Schwabacher@dot.state.fl.us>]  
**Sent:** Monday, September 17, 2018 3:12 PM  
**To:** Scott Koons  
**Subject:** RE: 5305 allocations

Scott,

There was a mistake with the population numbers in the last email I sent with the allocation information for 5305. We accidentally got them mixed-up with the North Florida TPO numbers, I apologize.  
Below is the correction:

These are the allocations for the MPO's 5305 for 18/19

Gainesville MTPO	2017 Population 197,396	Federal \$173,732	State \$21,717	Local \$21,717	Total
\$217,166					

Thanks,

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

**From:** Schwabacher, Mari  
**Sent:** Monday, September 10, 2018 9:06 AM  
**To:** Koons, Scott <[koons@ncfrpc.org](mailto:koons@ncfrpc.org)>  
**Subject:** FW: 5305 allocations

Scott,

Below are the final allocation numbers. Let me know if you have any questions.

Thanks,

Mari Schwabacher  
Planning Specialist IV  
Jacksonville Urban Office  
Florida Department of Transportation, District 2  
2198 Edison Avenue MS 2806

Jacksonville, FL 32204  
[mari.schwabacher@dot.state.fl.us](mailto:mari.schwabacher@dot.state.fl.us)  
904.360.5647

**From:** Joyner-Howard, Doreen  
**Sent:** Friday, August 31, 2018 9:54 AM  
**To:** Taulbee, Karen <[Karen.Taulbee@dot.state.fl.us](mailto:Karen.Taulbee@dot.state.fl.us)>  
**Cc:** Lamey, Cassandra <[Cassandra.Lamey@dot.state.fl.us](mailto:Cassandra.Lamey@dot.state.fl.us)>  
**Subject:** 5305 allocations

Good Morning Karen,

These are the allocations for the MPO's 5305 for 18/19

Gainesville MTPO	2017 Population	1,248,178	Federal \$173,732	State \$21,717	Local \$21,717	Total
\$217,166						

The funds will not be available until schedule B has been updated. Let me know if you have any questions.

Doreen Joyner-Howard, AICP  
District Freight, Logistics and Passenger Operations Manager  
Florida Department of Transportation  
2198 Edison Avenue, MS 2806  
Jacksonville, FL 32204-2730  
(904) 360-5650  
[doreen.joynerhoward@dot.state.fl.us](mailto:doreen.joynerhoward@dot.state.fl.us)

## EXHIBIT 2

### RESOLUTION NO. 2018-07

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AMENDING THE FISCAL YEARS 2018-19 AND 2019-20 UNIFIED PLANNING WORK PROGRAM INCREASING THE AMOUNT OF FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) GRANT FUNDS BY \$3,640 FOR FISCAL YEAR 2018-19 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO APPROVE PLANNING ACTIVITY MODIFICATIONS THAT DO NOT CHANGE THE OVERALL BUDGET OR SCOPE OF WORK TASKS REGARDING FISCAL YEAR 2018-19 AND FISCAL YEAR 2019-20 PLANNING FUNDS IN ALACHUA COUNTY, FLORIDA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated Metropolitan Planning Organization, is entitled to receive Fiscal Years 2018-19 and 2019-20 Federal Highway Administration metropolitan planning funds in Alachua County in order to develop, in cooperation with the state and public transit operators, transportation plans and programs for the Gainesville Metropolitan Area: that provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities; that utilize a process for developing such plans that provides consideration of all modes of transportation; that shall be continuing, cooperative and comprehensive, to the degree appropriate, based on the complexity of transportation problems to be addressed; that ensure that the process is integrated with the statewide planning process; and that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state and regional transportation functions, including those facilities on the Strategic Intermodal System as designated under Section 339.63, Florida Statutes.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated metropolitan planning organization, shall develop, in cooperation with the Florida Department of Transportation and public transportation providers, a unified planning work program that lists all planning tasks to be undertaken during Fiscal Year 2018-19 and Fiscal Year 2019-20 that must provide a complete description of each planning task and an estimated budget therefor and must comply with applicable state and federal law; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has prepared the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program that includes required Assurances and Certifications and will then seek reimbursement of funds for implementation of said unified planning work program from the Florida Department of Transportation.

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 approve the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program.
2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves and authorizes its Chair to sign the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in order to implement metropolitan planning work tasks and activities in and affecting Alachua County, Florida (Federal Project Identification Number- 0241-056M).

3. That the Fiscal Year 2018-19 Unified Planning Work Program estimated budget includes one million thirty-one thousand four hundred nineteen dollars and no cents (\$1,031,419.00) which represents eight hundred forty-five thousand forty-one dollars and no cents (\$845,041.00) Federal Highway Administration funds and one hundred eighty-six thousand three hundred seventy-eight dollars and no cents (\$186,378.00) state soft matching funds for Fiscal Year 2018-19 (Florida Department of Transportation Project Identification Number- 439318-2-14-01).

4. That the Fiscal Year 2019-20 Unified Planning Work Program estimated budget includes five hundred ninety-five thousand one hundred eighty-three dollars and no cents (\$595,183.00) which represents four hundred eighty-seven thousand six hundred thirty-three dollars and no cents (\$487,633.00) Federal Highway Administration funds and one hundred seven thousand five hundred fifty dollars and no cents (\$107,550.00) state soft matching funds for Fiscal Year 2019-20 (Florida Department of Transportation Project Identification Number- 439318-2-14-01).

5. That the amount of reimbursement for federal highway planning is not to exceed eight hundred forty-five thousand forty-one dollars and no cents (\$845,041.00) in Fiscal Year 2018-19 and four hundred eighty-seven thousand six hundred thirty-three dollars and no cents (\$487,633.00) in Fiscal Year 2019-20 which represents the Federal Highway Administration portion for unified planning work program implementation.

6. That the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program includes Federal Transit Administration Section 5305(d) grant application with an estimated budget of one hundred seventy-three thousand seven hundred thirty-two dollars and no cents (\$173,732.00) in Federal Transit Administration funds (80 percent) that would be matched with twenty-one thousand seven hundred seventeen dollars and no cents (\$21,717.00) state matching funds (ten percent) and twenty-one thousand seven hundred seventeen dollars and no cents (\$21,717.00) local matching funds (ten percent) for each fiscal year.

7. That the amount of reimbursement for federal transit planning is not to exceed one hundred ninety-five thousand four hundred forty-nine dollars and no cents (\$195,449.00) which represents the Federal Transit Administration grant application amount and state matching funds for projects in support of the unified planning work program implementation for Fiscal Year 2018-19 and one hundred ninety-one thousand three hundred fifty-three dollars and no cents (\$191,353.00) which represents the Federal Transit Administration grant application amount and state matching funds for projects in support of the unified planning work program implementation for Fiscal Year 2019-20.

8. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director, in consultation with the Florida Department of Transportation, to modify the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program to address review federal and state agency comments.

9. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute Assurances, Certifications, and all other documents as may be required to implement the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program.

10. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to make modifications to the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program that do not change the approved Federal Highway Administration overall budget and the Federal Transit Administration overall grant funding; and do not change the scope of work task(s); or do not delete a work task(s).



11. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to sign the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program that has been revised either by modification by the Executive Director or amendment by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

12. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any Florida Department of Transportation Unified Planning Work Program Revision Form and transmit said form and supporting documentation to the Florida Department of Transportation when the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program has been revised either by modification by the Executive Director or amendment approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

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

DULY ADOPTED in regular session, this \_\_\_\_\_ day of \_\_\_\_\_ 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

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 No. 2018-07, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the \_\_\_\_\_ day of \_\_\_\_\_, A.D., 2018.

WITNESS my hand this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 2018.

\_\_\_\_\_  
Charles Chestnut IV, Secretary/Treasurer

EXHIBIT 3

# Unified Planning Work Program

## Fiscal Years 2018-19 and 2019-20

(July 1, 2018 through June 30, 2019)

(July 1, 2019 through June 30, 2020)

Federal Project Identification Number: 0241-056M

Catalog of Federal Domestic Assistance Numbers:

20.205 - Highway Planning and Construction - Federal Highway Administration

20.505 - Federal Transit Technical Studies Grant (Metropolitan Planning) -  
Federal Transit Administration

Florida Department of Transportation Financial Project Number: 439318-2-14-01  
Fiscal Years 2018-19 and 2019-20

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

Approved by the

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

2009 NW 67th Place  
Gainesville, FL 32653  
352.955.2200  
[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)

---

Ken Cornell, Chair

With Assistance from:

North Central Florida Regional Planning Council  
2009 NW 67th Place  
Gainesville, FL 32653  
352.955.2200  
[www.ncfrpc.org](http://www.ncfrpc.org)

April 23, 2018  
Amended October 22, 2018



**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**Unified Planning Work Program Fiscal Years 2018-19 and 2019-20**

Responsible Agency	Task 4.0 Long-Range Transportation Plan Funding Sources					
	FHWA (Planning)	Local Cash	FTA 5305(d)	State Match	Local Match	Total
<b>Year One- Fiscal Year 2018-19</b>						
*Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	\$388,095	\$0	\$66,532	\$8,317	\$8,317	\$466,709
Florida Department of Transportation	\$0	\$0	\$0	\$0	\$0	\$0
Alachua County	\$0	\$0	\$0	\$0	\$0	\$0
City of Gainesville	\$0	\$0	\$0	\$0	\$0	\$0
University of Florida	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$388,095	\$0	\$66,532	\$8,317	\$8,317	\$471,261
<b>Year Two- Fiscal Year 2019-20</b>						
*Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	\$25,000	\$0	\$62,892	\$7,861	\$7,861	\$103,614
Florida Department of Transportation	\$0	\$0	\$0	\$0	\$0	\$0
Alachua County	\$0	\$0	\$0	\$0	\$0	\$0
City of Gainesville	\$0	\$0	\$0	\$0	\$0	\$0
University of Florida	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$25,000	\$0	\$62,892	\$7,861	\$7,861	\$103,614

\*Lead Agency

Notes - 1. Planning Budget for Year Two is illustrative until approved by the United States Congress and the Florida Legislature.

2. Year One Federal Highway Administration Planning funds include \$363,095 of carryover funds.

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**Unified Planning Work Program Fiscal Years 2018-19 and 2019-20**

Unified Planning Work Program								
Task 4.0 - Estimated Budget for Fiscal Year 2018-19								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305(d)	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>Personnel Services</b>								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Consultant Services</b>								
	Consultant Staff Services	\$25,000	\$0	\$66,532	\$8,317	\$8,317	\$0	\$108,166
	Plan Update Consultant Services	\$363,095	\$0	\$0	\$0	\$0	\$0	\$363,095
	<b>Subtotal:</b>	\$388,095	\$0	\$66,532	\$8,317	\$8,317	\$0	\$471,261
<b>Travel</b>								
	Member Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Direct Services</b>								
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Memberships	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2018-19 Total:</b>	\$388,095	\$0	\$66,532	\$8,317	\$8,317	\$0	\$471,261
Task 4.0 - Estimated Budget for Fiscal Year 2019-20								
<b>Personnel Services</b>								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Consultant Services</b>								
	Consultant Staff Services	\$25,000	\$0	\$62,892	\$7,861	\$7,861	\$0	\$103,614
	Plan Update Consultant Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	\$25,000	\$0	\$62,892	\$7,861	\$7,861	\$0	\$103,614
<b>Travel</b>								
	Member Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Direct Services</b>								
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Memberships	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2019-20 Total:</b>	\$25,000	\$0	\$62,892	\$7,861	\$7,861	\$0	\$103,614
	<b>Two-Year Total:</b>	\$413,095	\$0	\$129,424	\$16,178	\$16,178	\$0	\$574,875

FCTD - Florida Commission for the Transportation Disadvantaged

FHWA - Florida Highway Administration

FTA - Florida Transit Administration

PL - Planning

**Table 1**  
**Agency Funding Participation Table**  
**Fiscal Year 2018-19**

Task Number	Task	FHWA	FTA	FDOT	MTPO		FCTD	Total	FDOT	Alachua	City of	University	Grand Total	Amount to Consultant
				FTA Match	FTA Match	Local Cash			Soft Match	County In-Kind	Gainesville In-Kind	of Florida In-Kind		
1.0	Administration	179,556	40,800	5,100	5,100	2,739	0	233,295	39,602	9,360	9,232	3,200	294,689	222,295
2.0	Data Collection	0	0	0	0	0	0	0	0	37,780	43,369	0	81,149	0
3.0	Transportation Improvement Program	50,000	40,800	5,100	5,100	0	0	101,000	11,028	4,680	6,091	0	122,799	101,000
4.0	Long Range Transportation Plan	388,095	66,532	8,317	8,317	0	0	471,261	85,596	9,360	4,957	4,800	575,974	471,261
5.0	Special Project Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
6.0	Regional Planning	30,000	0	0	0	0	0	30,000	6,617	4,680	0	0	41,297	30,000
7.0	Public Participation	100,000	0	0	0	0	0	100,000	22,055	0	0	0	122,055	100,000
8.0	System Planning	97,390	25,600	3,200	3,200	0	25,000	154,390	21,480	19,470	3,482	4,800	203,622	153,390
<b>Total</b>		<b>845,041</b>	<b>173,732</b>	<b>21,717</b>	<b>21,717</b>	<b>2,739</b>	<b>25,000</b>	<b>1,089,946</b>	<b>186,378</b>	<b>85,330</b>	<b>67,131</b>	<b>12,800</b>	<b>1,441,585</b>	<b>1,077,946</b>

\*Planning budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.

FCTD - Florida Commission for the Transportation Disadvantaged

FDOT - Florida Department of Transportation

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



**Table 2**

**Funding Sources by Task Table  
Fiscal Year 2018-19**

Task Number	Task	FTA 5305 (d)			FHWA PL Funds		FHWA SU Funds	FCTD State Grant	Total Funds	State Soft Match	Local In-Kind	Grand Total	Amount to Consultant
		Federal Grant	State Match	MTPO Match	Federal	MTPO Cash							
1.0	Administration	40,800	5,100	5,100	179,556	2,739	0	0	233,295	39,602	21,792	294,689	222,295
2.0	Data Collection	0	0	0	0	0	0	0	0	0	81,149	81,149	0
3.0	Transportation Improvement Program	40,800	5,100	5,100	50,000	0	0	0	101,000	11,028	10,771	122,799	101,000
4.0	Long Range Transportation Plan	66,532	8,317	8,317	388,095	0	0	0	471,261	85,596	19,117	575,974	471,261
5.0	Special Project Planning	0	0	0	0	0	0	0	0	0	0	0	0
6.0	Regional Planning	0	0	0	30,000	0	0	0	30,000	6,617	4,680	41,297	30,000
7.0	Public Participation	0	0	0	100,000	0	0	0	100,000	22,055	0	122,055	100,000
8.0	System Planning	25,600	3,200	3,200	97,390	0	0	25,000	154,390	21,480 <sup>1</sup>	27,752 <sup>2</sup>	203,622	153,390
<b>Total</b>		<b>173,732</b>	<b>21,717</b>	<b>21,717</b>	<b>845,041</b>	<b>2,739</b>	<b>0</b>	<b>25,000</b>	<b>1,089,946</b>	<b>186,378</b>	<b>165,261</b>	<b>1,441,585</b>	<b>1,077,946</b>

\*Planning Budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.

1

The Florida Department of Transportation will soft match the Public Law funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represents the amount of soft match required (both State and local) for the amount of Federal Planning funds requested in this Unified Planning Work Program.

2

Local In-Kind contributors include Alachua County, the City of Gainesville and the University of Florida.

FCTD - Florida Commission for the Transportation Disadvantaged  
FDOT - Florida Department of Transportation  
FHWA - Federal Highway Administration

FTA - Federal Transit Administration  
MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
PL - Planning  
SU - Surface Transportation Block Grant funds for metropolitan planning organizations over 200,000 population



**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
Unified Planning Work Program Fiscal Years 2018-19 and 2019-20**

[View Burden Statement](#)

OMB Number: 4040-0004  
Expiration Date: 8/31/2016

**Application for Federal Assistance SF-424**

<b>* 1. Type of Submission:</b> <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		<b>* 2. Type of Application:</b> <input type="checkbox"/> New <input type="checkbox"/> Continuation <input checked="" type="checkbox"/> Revision		<b>* If Revision, select appropriate letter(s):</b> <input type="text" value="A: Increase Award"/>	
<b>* 3. Date Received:</b> <input type="text" value=""/>		<b>4. Applicant Identifier:</b> <input type="text" value="Not Applicable"/>			
<b>5a. Federal Entity Identifier:</b> <input type="text" value="Not Applicable"/>			<b>5b. Federal Award Identifier:</b> <input type="text" value="FL- 80-009"/>		
<b>State Use Only:</b>					
<b>6. Date Received by State:</b> <input type="text" value=""/>		<b>7. State Application Identifier:</b> <input type="text" value="1001"/>			
<b>8. APPLICANT INFORMATION:</b>					
<b>* a. Legal Name:</b> <input type="text" value="MTPD for the Gainesville Urbanized Area"/>					
<b>* b. Employer/Taxpayer Identification Number (EIN/TIN):</b> <input type="text" value="59- 1834302"/>			<b>* c. Organizational DUNS:</b> <input type="text" value="0442335900000"/>		
<b>d. Address:</b>					
<b>* Street1:</b> <input type="text" value="2009 NW 67th Place"/>					
<b>Street2:</b> <input type="text" value=""/>					
<b>* City:</b> <input type="text" value="Gainesville"/>					
<b>County/Parish:</b> <input type="text" value="Alachua"/>					
<b>* State:</b> <input type="text" value="FL: Florida"/>					
<b>Province:</b> <input type="text" value=""/>					
<b>* Country:</b> <input type="text" value="USA: UNITED STATES"/>					
<b>* Zip / Postal Code:</b> <input type="text" value="32653-1063"/>					
<b>e. Organizational Unit:</b>					
<b>Department Name:</b> <input type="text" value="Transportation Planning"/>			<b>Division Name:</b> <input type="text" value=""/>		
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>					
<b>Prefix:</b> <input type="text" value="Mr."/>		<b>* First Name:</b> <input type="text" value="Scott"/>			
<b>Middle Name:</b> <input type="text" value="R."/>					
<b>* Last Name:</b> <input type="text" value="Koons"/>					
<b>Suffix:</b> <input type="text" value=""/>					
<b>Title:</b> <input type="text" value="Executive Director"/>					
<b>Organizational Affiliation:</b> <input type="text" value="North Central Florida Regional Planning Council"/>					
<b>* Telephone Number:</b> <input type="text" value="352.955.2200"/>			<b>Fax Number:</b> <input type="text" value="353.955.2209"/>		
<b>* Email:</b> <input type="text" value="koons@ncfipc.org"/>					

<b>Application for Federal Assistance SF-424</b>		
<b>* 9. Type of Applicant 1: Select Applicant Type:</b>		
E: Regional Organization		
Type of Applicant 2: Select Applicant Type:		
Type of Applicant 3: Select Applicant Type:		
* Other (specify):		
<b>* 10. Name of Federal Agency:</b>		
Federal Transit Administration		
<b>11. Catalog of Federal Domestic Assistance Number:</b>		
20.505		
CFDA Title:		
Section 5305(d)		
<b>* 12. Funding Opportunity Number:</b>		
FL-80-0009		
<b>* Title:</b>		
Metropolitan Transportation Planning		
<b>13. Competition Identification Number:</b>		
Not Applicable		
Title:		
Not Applicable		
<b>14. Areas Affected by Project (Cities, Counties, States, etc.):</b>		
	Add Attachment	Delete Attachment View Attachment
<b>* 15. Descriptive Title of Applicant's Project:</b>		
Technical Studies in Support of Fiscal Year 2018-19 Unified Planning Work Program		
Attach supporting documents as specified in agency instructions.		
Add Attachments	Delete Attachments	View Attachments

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
Unified Planning Work Program Fiscal Years 2018-19 and 2019-20**

<b>Application for Federal Assistance SF-424</b>	
<b>16. Congressional Districts Of:</b>	
* a. Applicant <input type="text" value="3, 5"/>	* b. Program/Project <input type="text" value="3, 5"/>
Attach an additional list of Program/Project Congressional Districts if needed.	
<input type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
<b>17. Proposed Project:</b>	
* a. Start Date: <input type="text" value="07/01/2018"/>	* b. End Date: <input type="text" value="06/30/2019"/>
<b>18. Estimated Funding (\$):</b>	
* a. Federal	<input type="text" value="173,732.00"/>
* b. Applicant	<input type="text" value=""/>
* c. State	<input type="text" value="21,717.00"/>
* d. Local	<input type="text" value="21,717.00"/>
* e. Other	<input type="text" value=""/>
* f. Program Income	<input type="text" value=""/>
* g. TOTAL	<input type="text" value="217,166.00"/>
<b>* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?</b>	
<input type="checkbox"/> a. This application was made available to the State under the Executive Order 12372 Process for review on <input type="text"/>	
<input type="checkbox"/> b. Program is subject to E.O. 12372 but has not been selected by the State for review.	
<input checked="" type="checkbox"/> c. Program is not covered by E.O. 12372.	
<b>* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)</b>	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If "Yes", provide explanation and attach	
<input type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
<b>21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)</b>	
<input checked="" type="checkbox"/> ** I AGREE	
<b>** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.</b>	
<b>Authorized Representative:</b>	
Prefix: <input type="text" value="Hon."/>	* First Name: <input type="text" value="Ken"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Cornell"/>	
Suffix: <input type="text"/>	
* Title: <input type="text" value="Chair"/>	
* Telephone Number: <input type="text" value="352.955.2200"/>	Fax Number: <input type="text" value="352.955.2209"/>
* Email: <input type="text" value="koon@ncfrpc.org"/>	
* Signature of Authorized Representative: <input type="text"/>	* Date Signed: <input type="text"/>

**Section 5305(d) Grant Management Information System**  
**Planning Line Item Codes- Fiscal Year 2018-19**  
**(Federal Transit Administration Funds Only)**

Technical Classifications:

44.21.00	Program Support and Administration	\$40,800
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	66,532
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	40,800
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	25,600
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
Total Net Projects Cost		\$173,732

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	\$173,732
44.30.07	Other	
44.30.08	Indirect Charges	
Total Net Projects Cost		\$173,732

Fund Allocations

44.40.01	MPO Activities	\$173,732
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
Total Net Projects Cost		\$173,732



**Section 5305(d) Grant Management Information System**  
**Planning Line Item Codes- Fiscal Year 2018-19**  
**(Total Dollars)**

Technical Classifications:

44.21.00	Program Support and Administration	\$51,000
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	83,166
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	51,000
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	32,000
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
Total Net Projects Cost		\$217,166

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	\$217,166
44.30.07	Other	
44.30.08	Indirect Charges	
Total Net Projects Cost		\$217,166

Fund Allocations

44.40.01	MPO Activities	\$217,166
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
Total Net Projects Cost		\$217,166

Federal Share (80%)	\$173,732
Local Share (20%)	\$43,434

Accounting Classification	FPC	Description	
91.37.08.8P-2	02	Technical Studies - Planning	\$217,166

**Exhibit III**

**Unified Planning Work Program Amendment Log**

Unified Planning Work Program Amendment			Amendment Description	
Number	Approval Date	Purpose	Task/ Table Number	Task/Table Modification
<b>Year One</b>				
1	10/22/18	Increase Award	4.0	Increase Section 5305(d) Grant Award Allocation to \$66,532; State Match to \$8,317; and Local Match to \$8,317
2	-	-	-	-
<b>Year Two</b>				
1	-	-	-	-
2	-	-	-	-

**CA.3**

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October 15, 2018

TO: Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Proposed Amended Budget for Fiscal Year 2017-18

RECOMMENDATION:

**Adopt the amended budget for Fiscal Year 2017-18 as recommended by staff.**

BACKGROUND:

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

The attached amended budget satisfies this budgetary process requirement. The amended Fiscal Year 2017-18 budget reflects the preliminary year end activities of the current year.

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

Attachment

t:\scott\sk19\mtpo\memo\amendedbudgetoct22.docx





METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA  
AMENDED BUDGET  
Fiscal Year October 1, 2017 to September 30, 2018  
Proposed October 22, 2018

**REVENUE**

Florida Department of Transportation	\$ 638,500
Florida Transportation Disadvantaged Commission	27,300
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	<u>106,800</u>
<b>TOTAL REVENUE</b>	<b>\$ 796,600</b>

**EXPENSES**

Contractual Services	\$ 675,000
Legal Advertisements	6,000
Audit	6,800
Travel	1,000
Memberships	500
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	<u>106,800</u>
<b>TOTAL EXPENSES</b>	<b>\$ 796,600</b>



**CA.4**

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October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Engagement Letter for Fiscal Year 2017-18 Audit

**STAFF RECOMMENDATION**

**Authorize the Chair to execute an engagement letter with the auditing firm of Powell and Jones, Certified Public Accountants of Lake City to conduct the Fiscal Year 2017-18 Audit of the accounts of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.**

**BACKGROUND:**

As you know, the Metropolitan Transportation Planning Organization selects an auditor for a three-year period, with the condition that an engagement letter be approved each year to ensure that the auditor is conducting the audits in an acceptable manner. The current auditor was selected in 2016 and has conducted two audits under this series. Therefore, it is recommended that a third engagement letter be entered into for the audit of Fiscal Year 2017-18.

Please find attached a summary of the proposal made by Powell and Jones, Certified Public Accountants (Exhibit 1). Please note that page 6 of Exhibit 1 shows a \$6,926 fee to be charged for the Fiscal Year 2017-18 Audit.

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

Attachment



## EXHIBIT 1



**Powell & Jones**  
Certified Public Accountants

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

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

September 7, 2018

Commissioner Ken Cornell  
Metropolitan Transportation Planning Organization  
For the Gainesville Urbanized Area  
2009 N.W. 67<sup>th</sup> Place, Suite A  
Gainesville, FL 32653-1603

We are pleased to confirm our understanding of the services we are to provide Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2018. We will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, including the related notes to the financial statements, which collectively comprise the basic financial statements, of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of and for the year ended September 30, 2018. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

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

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

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

Florida Institute of Certified Public Accountants • American Institute of Certified Public Accountants

## Audit Objectives

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

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

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

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

## Audit Procedures—General

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

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

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

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

#### **Audit Procedures—Internal Control**

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

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

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

#### **Audit Procedures—Compliance**

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

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

#### **Other Services**

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

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

### **Management Responsibilities**

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

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

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

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

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



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

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

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

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

#### **Engagement Administration, Fees, and Other**

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

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

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

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

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

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

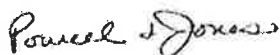
We expect to begin our audit on approximately November 30, 2018, and to issue our reports no later than April 1, 2018 unless extended by the Organization. Richard C. Powell, Jr. is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them.

Terms for fees, time frames for audits and renewals are contained in our separate "Proposal for Audit Services". The fee for the current year audit will be \$6,926.

*Government Auditing Standards* require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of our contract. Our 2017 peer review report is available upon request.

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

Very truly yours,



Powell and Jones, CPAs

RESPONSE:

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

Management signature: \_\_\_\_\_

Title: Scott R. Koons, Executive Director

Date: \_\_\_\_\_

Governance signature: \_\_\_\_\_

Title: Ken Cornell, Chair

Date: \_\_\_\_\_

**CA.5**

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2008 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: State Highway System Roundabout - State Road 121 (NW 34th Street)  
at NW 53rd Avenue - Florida Department of Transportation Response

STAFF RECOMMENDATION

**Refer to the Metropolitan Transportation Planning Organization advisory committees.**

BACKGROUND

At its meeting on April 23, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed potential roundabout locations on the State Highway System within the Gainesville Metropolitan Area. Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

*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.*

The Florida Department of Transportation has completed the roundabout evaluation for the State Road 121 (NW 34th Street) at NW 53rd Avenue intersection (see Exhibit 1). The evaluation concludes that a bowtie configuration could be implemented at a cost estimate of \$3.5 million plus right-of-way acquisition. This project needs to be included in the List of Priority Projects in order to be implemented.



EXHIBIT 1



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

2198 Edison Avenue  
Jacksonville, FL 32204-2730

RECEIVED

OCT 05 2018

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

MIKE DEW  
SECRETARY

October 5<sup>th</sup>, 2018

Mr. Scott Koons, AICP  
Executive Director  
Metropolitan Transportation Planning Organization  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653

RE: State Highway System Roundabouts Status Report

Dear Mr. Koons,

We are in receipt of your letter dated June 18<sup>th</sup>, 2018 regarding State Highway System Roundabouts Status Reports. The Florida Department of Transportation (FDOT) has reviewed a potential Roundabout (RAB) concept at SR 121/34<sup>th</sup> and 53<sup>rd</sup>/CR 23, in lieu of the current year traffic signal project (FPID 434397-1).

A traditional RAB or RAB design will not operate at this location. FDOT studied alternative RAB options and concluded that a "bowtie" type RAB is the safest and most efficient option for this intersection (see photo 1). If the MTPO wishes to pursue this as a project, please add it to the list of priority projects. The estimated cost for this type of RAB is around \$3.5 million plus right-of-way costs.

If you have any additional questions or comments please contact [Mari.Schwabacher@dot.state.fl.us](mailto:Mari.Schwabacher@dot.state.fl.us) or by phone (904)360-5647.

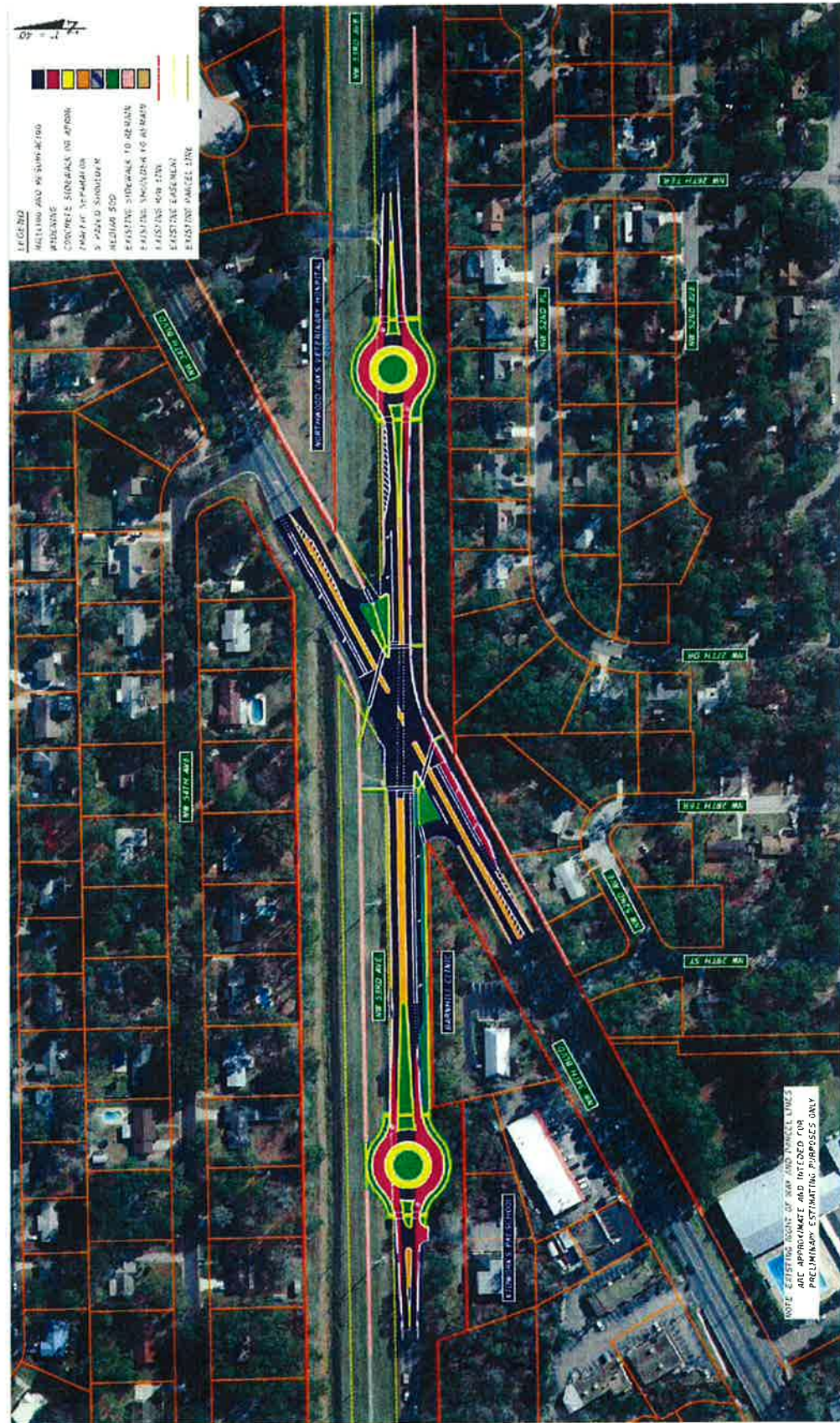
Mari Schwabacher  
Gainesville MTPO Liaison

cc: Karen Taulbee, FDOT District 2 Urban Planning Manager  
Mike Escalante, Gainesville MTPO Senior Planner





Photo 1







**CA.6**

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

October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Alternatives Program/Safe Routes to School Application Notice

**STAFF RECOMMENDATION**

**Refer the Transportation Alternatives Program/Safe Routes to School Applications to the Metropolitan Transportation Planning Organization advisory committees for project application recommendations.**

**BACKGROUND:**

The Metropolitan Transportation Planning Organization has received notification of the Transportation Alternatives Program/Safe Routes to School grant application cycle (see Exhibit 1).

Currently the Transportation Improvement Program includes the following three Transportation Alternatives Program-funded and one Safe Routes to School-funded projects:

- Archer Road bicycle/pedestrian trail from SW 75th Terrace to SW 41st Boulevard;
- SW 27th Street bicycle/pedestrian trail from Williston Road to SW 35th Place;
- NW 19th Lane bicycle/pedestrian facility from NW 16th Terrace to NW 13th Street; and
- NE 18th Avenue sidewalk from NE 12th Street to NE 15th Street.

Additional exhibits include:

- Exhibit 2 - Transportation Alternatives Program eligibility criteria;
- Exhibit 3 - Transportation Alternatives Program grant application; and
- Exhibit 4 - List of Priority Projects Bicycle/Pedestrian Project Priorities.

Attachments

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



## EXHIBIT 1



### *Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JIM BOXOLD  
SECRETARY

October 9, 2018

Gainesville MTPO: Sent via e-mail

Dear Mr. Koons,

The Florida Department of Transportation is soliciting project applications for the Transportation Alternatives Program for the Work Program cycle for Fiscal Year 2025. The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act or MAP-21. The Transportation Alternatives Program replaces the Transportation Enhancement Program of prior years. The application form is attached.

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

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

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

For Alachua County, the following Transportation Alternatives Projects are already in the tentative FY 2019 - FY2024 work program and do NOT need a new application (this list includes projects inside and outside the MTPO boundary):

- |            |                     |  |
|------------|---------------------|--|
| • 4339881  | Sidewalk            | Melrose, SR 26 from Santa Fe Park to End of Existing Sidewalk  |
| • 4339891  | Bike Path/Trail     | SW 27 <sup>th</sup> Street from Williston Road to SW 35 <sup>th</sup> Place                              |
| • 4339901  | Bike Path/Trail     | Poe Springs Road from Poe Springs to US 27/Main St.  |
| • 4373331  | Bike Lanes/Sidewalk | NW 19 <sup>th</sup> Lane from NW 16 <sup>th</sup> Terr to US 441/NW 13 <sup>th</sup> St<br>(Cycle Track) |
| • 442886-2 | Bike Path/Trail     | Nature Coast Trail from Gilchrist CL to Newberry<br>(Right of Way Acquisition)                           |

Please note the following:

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

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

Please submit separate projects on separate application forms. Submit completed applications to me no later than **January 25, 2019**. The application may be sent by email or regular mail at the address below.

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

Sincerely,



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

## EXHIBIT 2

# Florida Department of Transportation Transportation Alternatives Set-Aside Project Eligibility Guidance

Updated July 2018

## Introduction

The Transportation Alternatives Set-Aside Program (TA Set-Aside) provides funding for programs and projects consistent with details described under 23 U.S.C. 133(h)(3), including on- and off-road pedestrian and bicycle facilities; safe routes for non-drivers; conversion and use of abandoned railroad corridors for non-motorized use; turnouts, overlooks, and viewing areas; inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management in transportation rights of way; archeological activities related to transportation projects; and environmental mitigation activities.

Federal authorizing legislation gives “states and MPOs...discretion about how to establish project priorities, or whether to fund (or not fund) particular categories. There is no requirement to consider all eligible TA Set-Aside activities equally.”<sup>1</sup> This FDOT TA Set-Aside Project Eligibility Guidance was developed to clarify how FDOT interprets which specific projects are eligible in Florida. Its content is based on guidance from FHWA, and input from the Transportation Alternatives Working Group comprised of FDOT District representatives.

## Eligible Projects Categories

Note that an effort was made to limit duplication of the lists within each category to simplify this guidance, with the idea that one project could be eligible under multiple categories. The final decision on eligibility remains at the discretion of the District. For questions or additional guidance, please contact Erika Thompson at [erika.thompson@dot.state.fl.us](mailto:erika.thompson@dot.state.fl.us). Note: Utility work is not eligible for funding unless it's incidental to a project and in-kind replacement, such as relocating a manhole when creating a bike lane.

### 1. Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)

Eligible	Not eligible
<ul style="list-style-type: none"><li>• Pedestrian infrastructure such as new sidewalks, crosswalks, etc.</li><li>• Bicycle infrastructure such as bike lanes, bicycle parking, etc.</li><li>• Bicycle racks for buses</li><li>• Pedestrian and bicycle signals</li></ul>	<ul style="list-style-type: none"><li>• Routine maintenance or replacement of existing sidewalks (unless ADA upgrades are needed)</li><li>• Circular trails/sidewalks</li><li>• Facilities located within a property that do not connect to other trails/sidewalks</li></ul>

<sup>1</sup> [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm)

Eligible	Not eligible
<ul style="list-style-type: none"> <li>• Bike share infrastructure such bikes, racks, kiosks</li> <li>• New or reconstructed off-road trails that serve a transportation need, such as trails that provide connections to schools, parks, or other public places</li> <li>• Amenities along a trail that serve trail users such as benches, trash cans, watering stations, pet amenities (i.e. dog watering stations, equestrian tie-offs), bicycle repair stations, wayfinding signs, security cameras, etc.</li> <li>• Trailhead projects that serve trail users such as rest areas with benches, restrooms, trail access improvements, parking, kiosks, etc.</li> <li>• Bicycle and pedestrian bridges and underpasses</li> <li>• Lighting and other safety related infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• General resurfacing of roadways</li> <li>• General recreation and park facilities: playground equipment, sports fields, campgrounds, picnic and pavilion areas</li> </ul>

2. Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)

Eligible	Not eligible
<ul style="list-style-type: none"> <li>• Americans with Disabilities Act of 1990 compliance projects such as rehabilitation of existing sidewalks, curb ramps, sidewalk widening, etc.)</li> <li>• Traffic calming techniques</li> <li>• Lighting and other safety related infrastructure</li> <li>• Traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety</li> <li>• Crosswalks</li> <li>• Pedestrian refuge areas</li> <li>• Crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• Roadway lighting that doesn't benefit non-drivers</li> <li>• Promotional materials (except for Safe Routes to School; see Category 10)</li> <li>• Intersection realignments aimed at improving vehicular flow</li> <li>• Projects that reorganize pick-up and drop-off primarily for the convenience of drivers</li> <li>• Education programs that are primarily focused on bus safety</li> <li>• Improvements to school bus stops</li> </ul>

### 3. Conversion and use of abandoned railroad corridors for non-motorized use

Eligible	Not eligible
<ul style="list-style-type: none"> <li>Developing rails-to-trails facilities, where there is an adjacent line that is no longer active</li> <li>Trailhead projects that serve trail users, such as rest areas with benches, restrooms, trail access improvements, parking, etc.</li> <li>Construction or reconstruction of multi-use trails within a railroad right-of-way,</li> <li>Purchasing and converting unused railroad property for reuse as a trail</li> </ul>	<ul style="list-style-type: none"> <li>Trails for motorized vehicles</li> <li>Maintenance of an existing trail</li> </ul>

### 4. Construction of turnouts, overlooks, and viewing areas

Eligible	Not eligible
<ul style="list-style-type: none"> <li>Turnouts and viewing areas at scenic or historic sites</li> <li>Right-of-way acquisition</li> </ul>	<ul style="list-style-type: none"> <li>Visitor center</li> <li>Operation or maintenance</li> <li>Marketing/promotional materials</li> </ul>

### 5. Inventory, control or removal of outdoor advertising

Eligible	Not eligible
<ul style="list-style-type: none"> <li>Data collection</li> <li>Removal</li> </ul>	<ul style="list-style-type: none"> <li>Administration or operating expenses</li> </ul>

### 6. Historic preservation and rehabilitation of historic transportation facilities

Eligible	Not eligible
<ul style="list-style-type: none"> <li>Facilities on historic register or eligible for historic register.</li> <li>Rehabilitation of historic surface transportation facilities (bridges, lighthouses, canals, etc.)</li> <li>Historic toll and ferry facilities</li> <li>Historic railroad facilities</li> </ul>	<ul style="list-style-type: none"> <li>Operating costs</li> <li>Facilities not open to the public</li> <li>Construction of replica facilities</li> <li>Infrastructure not related to surface transportation (air and space)</li> <li>Structures not on or eligible for the national historic register</li> </ul>



## 7. Vegetation management practices in transportation rights of way

Eligible	Not eligible
<ul style="list-style-type: none"> <li>• Removal of invasive species and plant native plants</li> <li>• Planting of native species that can help control erosion and ensure that roadsides are stable, look nice, and provide clear sightlines</li> <li>• Planting of vegetation to attract honey bees, monarch butterflies, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Standalone landscaping</li> <li>• Planting of annuals</li> </ul>

## 8. Archeological activities related to impacts from transportation projects

Eligible	Not eligible
<ul style="list-style-type: none"> <li>• Archeological excavations and surveys related to a transportation project</li> <li>• Archeological activities required as part of a TA Set-aside eligible project</li> <li>• Interpretation and display of artifacts discovered as part of a transportation project</li> </ul>	<ul style="list-style-type: none"> <li>• Archeological activities not related to a transportation project eligible under federal Title 23</li> </ul>

## 9. Environmental mitigation activities

Eligible	Not eligible
<ul style="list-style-type: none"> <li>• Pollution prevention, abatement and mitigation activities to address storm water management, control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities listed in Sections 133(b), 328(a), and 329.</li> <li>• Reduction in vehicle caused wildlife mortality such as a wildlife crossing or fencing</li> <li>• Restoration and maintenance of the connectivity among terrestrial or aquatic habitats (e.g. surmountable curbs for turtles)</li> <li>• Erosion and sediment control</li> <li>• Native plantings</li> <li>• Minimizing impervious surfaces</li> </ul>	<ul style="list-style-type: none"> <li>• Drainage improvements related to poor maintenance and /or upgrades to inadequate systems</li> <li>• Stormwater management activities not related to highway run-off and water pollution</li> </ul>



## 10. Safe Routes to School

Safe Routes to School projects are eligible under TA Set-Aside. There are also state funds available through the Florida Department of Transportation on a cost-reimbursement basis. Applicants may apply for either or both funds. <http://www.srtsfl.org/>. For additional information on eligible activities, see [https://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/guidance/#toc123542199](https://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199)

Eligible	Not eligible
<ul style="list-style-type: none"> <li>• Bicycle and pedestrian education targeting student travel (grades K-12) <ul style="list-style-type: none"> <li>○ Public awareness campaigns and outreach to press and community leaders</li> <li>○ Traffic education and enforcement in the vicinity of schools</li> <li>○ Student sessions on bicycle and pedestrian safety, health, and environment</li> <li>○ Funding for training, volunteers, and managers of safe routes to school program</li> </ul> </li> <li>• Infrastructure projects <ul style="list-style-type: none"> <li>○ Sidewalk improvements</li> <li>○ Traffic calming and speed reduction improvements</li> <li>○ Pedestrian and bicycle crossing improvements</li> <li>○ On-street bicycle facilities</li> <li>○ Off-street bicycle and pedestrian facilities</li> <li>○ Secure bicycle parking facilities</li> <li>○ Traffic diversion improvements in the vicinity of schools</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Bicycle and pedestrian education campaigns for the general public</li> </ul>





# FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION

Division 2  
February 2004

## APPLICANT INFORMATION

Date: \_\_\_\_\_

PROJECT SPONSOR:

CONTACT PERSON: \_\_\_\_\_

TITLE:

ADDRESS:

ZIP:

FAX:

PHONE:

EMAIL:

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

☐ Currently LAP Certified  
(Year of Certification: \_\_\_\_\_ )

☐ Not LAP Certified

☐ Seeks Project Specific Certification

## PROJECT INFORMATION

PROJECT PRIORITY NO.: \_\_\_\_\_

PROJECT TITLE:

PROJECT LOCATION:

PROJECT LENGTH:

TERMINI:

BRIEF PROJECT DESCRIPTION:

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

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

## QUALIFYING ACTIVITIES

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

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

## **PROJECT DESCRIPTION**

**Roadway Name and/or Number:**

*(A location map with aerial view must be attached)*

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

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

**Project Termini-   Begin:**

**End:**

**Project Length:**

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

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

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

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

☐ **Yes**

☐ **No**

**Provide any additional project specific information that should be considered.**

## PROJECT IMPLEMENTATION INFORMATION

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

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

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

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

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

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

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

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

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

**Provide any additional implementation information that should be considered.**

### PROJECT COST ESTIMATE

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

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

### PROJECT FUNDING

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



## CERTIFICATION OF PROJECT SPONSOR

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

\_\_\_\_\_  
*Signature*

\_\_\_\_\_  
*Print Name*

\_\_\_\_\_  
*Title*

\_\_\_\_\_  
*Date*

### FOR FDOT USE ONLY

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



## EXHIBIT 4

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

## 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
<b>Safe Routes to School Funds</b>			
<b>1-SR</b>	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
<b>2-SR</b>	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
<b>3-SR</b>	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
<b>4-SR</b>	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
<b>State Highway System Funds</b>			
<b>1-SH</b>	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
<b>2-SH</b>	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
<b>3 SH</b>	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
<b>4-SH</b>	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
<b>5-SH</b>	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
<b>6-SH</b>	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
<b>7-SH</b>	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
<b>8-SH</b>	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	<ol style="list-style-type: none"> <li>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;</li> <li>2. Conduct a speed zone study between NW 59th Street and NW 40th Drive;</li> <li>3. Prioritize this project for State Highway System funding; and</li> <li>4. Provide information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project [36,500 AADT]</li> </ol>

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

Number	Project	Location	Description
<b>SUNTrail Funds</b>			
<b>1-ST</b>	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
<b>2-ST</b>	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
<b>3-ST</b>	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
<b>4-ST</b>	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
<b>Transportation Alternatives Program Funds</b>			
<b>1-T</b>	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
<b>2-T</b>	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]
<b>3-T</b>	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
<b>4-T</b>	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
<b>5-T</b>	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
<b>6-T</b>	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
<b>7-T</b>	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
<b>8-T</b>	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
<b>9-T</b>	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

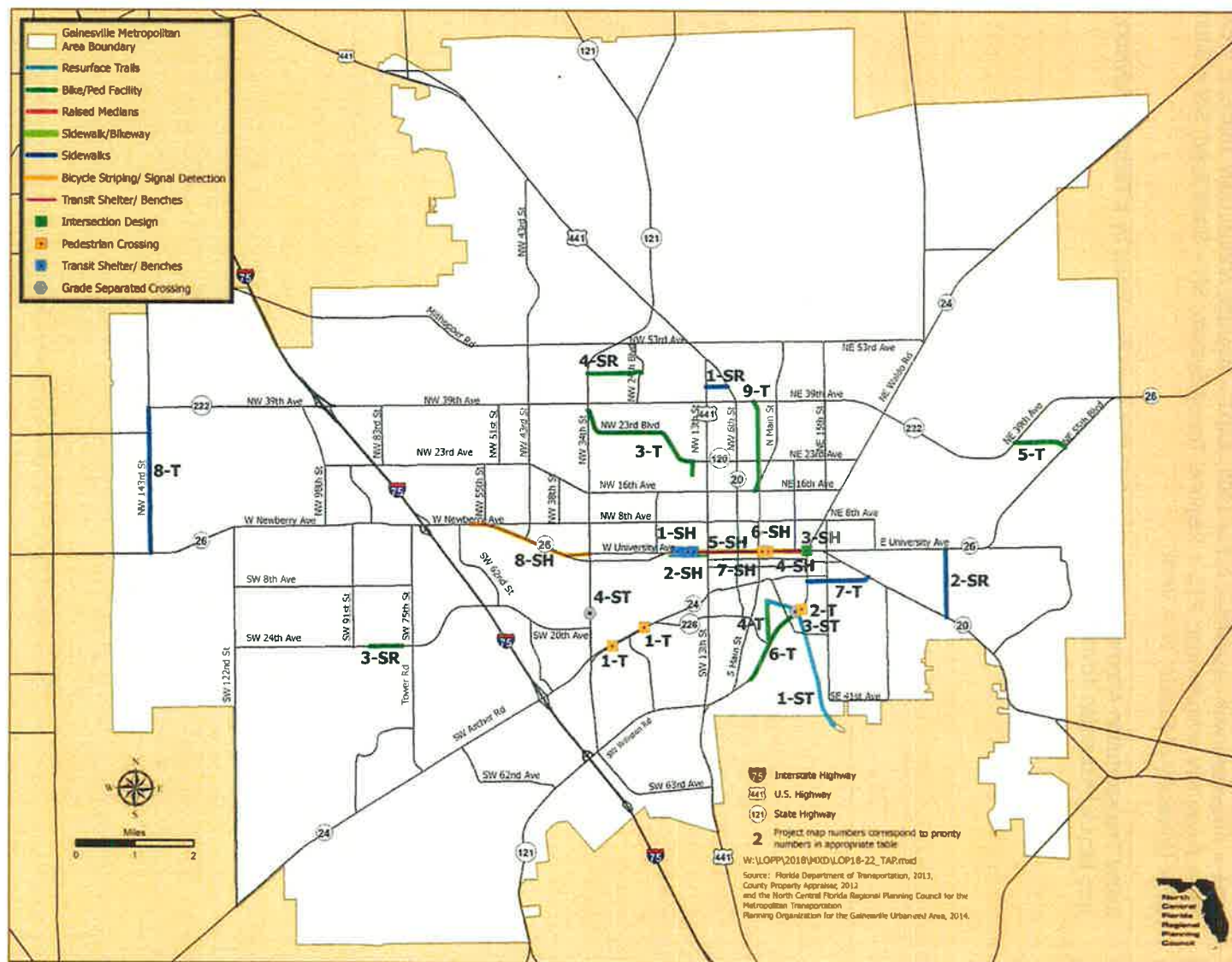
Note: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program.

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.



**Illustration II**  
**Bicycle/Pedestrian Priorities**  
**Fiscal Years 2019-20 to 2023-24**



**CA.7**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison


Suwannee • Taylor • Union Counties

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2009 NW 87th Place, Gainesville, FL 32653-1603 • 352.955.2200

October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: U.S. Highway 441 Resurfacing Project Scoping Update

STAFF RECOMMENDATION

**In support of the Fixing America's Surface Transportation Planning Factor 10 - Enhance Travel and Tourism, request that the Florida Department of Transportation coordinate the U.S. 441 Highway Resurfacing Project [4361571] with Alachua County and the Florida Park Service for development and provision of linear park infrastructure along the Paynes Prairie portion of the U.S. 441 Highway corridor.**

BACKGROUND

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

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

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

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

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

At its meeting on August 27, 2018, the Metropolitan Transportation Planning Organization received a presentation by the Florida Department of Transportation concerning the U.S. Highway 441 Resurfacing Project Scoping (see Exhibit 1) from the Marion County line to State Road 331 (Williston Road). Chair Ken Cornell requested that this item be placed on the October 22, 2018 agenda for further comment. Exhibit 9 is a Florida Department of Transportation response to Alachua County concerning a linear park at Paynes Prairie.

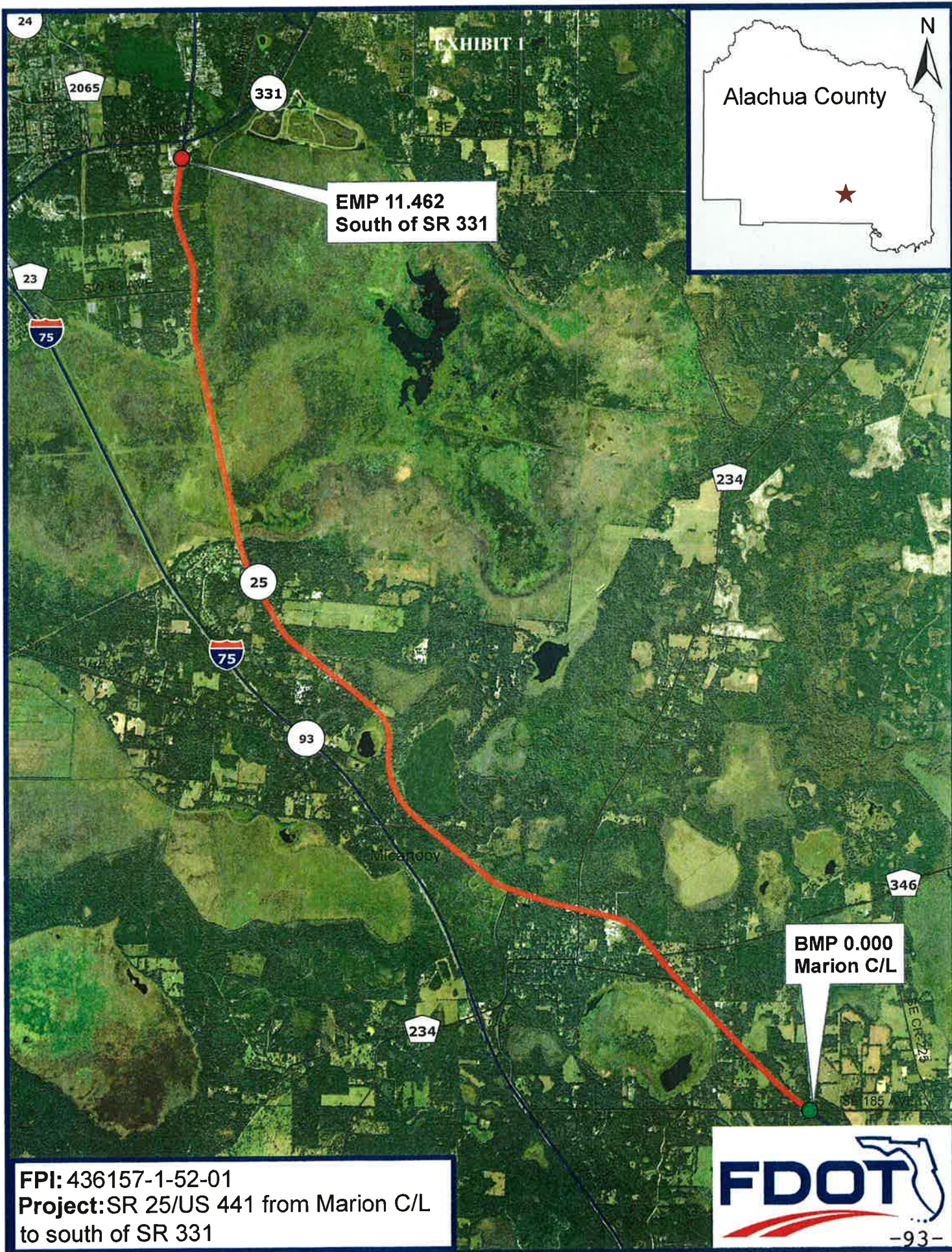
Attachments

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











# Final FY 2021 Candidate Project Resurfacing Scope

November 15, 2017

436157-1

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

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

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

**Final FY 2021 Candidate Project Resurfacing Scope**

436157-1

November 15, 2017

<b>Project Information</b>			
<b>No.</b>	<b>Item</b>	<b>Value</b>	<b>Source</b>
<b>7</b>	Roadway Classification	Rural Principal Arterial (MP 0.000 to MP 9.950). Urban Principal Arterial (MP 9.950 to MP 11.462).	SLD
<b>8</b>	Typical Section	1. Rural Divided Highway: 4 – 12' Travel Lanes with flush shoulders. 2. Suburban Divided Highway: 4 – 12' Travel Lanes with Curb and Gutter on inside lane, flush shoulders on outside lane.	Old Plans: FPN 207849-8-52-01
<b>9</b>	Traffic - 2014	AADT = 7900, 8800, 11300, 12000 K = 9.5, 9.5, 9.5, 9.0 D = 57.4, 57.4, 52.6, 52.6 T = 3.8, 3.8, 3.8, 3.8	Maintenance Site numbers: 260431, 260137, 263109, 260055
<b>10</b>	Pavement	Crack 6.5 Rut 10.0 Ride 7.9	Maintenance
<b>11</b>	Complete Streets Context Classification	C2 Rural (MP 0.000 to MP 2.600) C2T (MP 2.600 to MP 3.200) C2 Rural (MP 3.200 to MP 7.800) C1 Natural (MP 7.800 to MP 9.450) C2 Rural (MP 9.450 to MP 10.620) C3R Suburban Residential (MP 10.620 to MP 11.639)	FDOT Planning

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

# Final FY 2021 Candidate Project Resurfacing Scope

436157-1

November 15, 2017

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

## Project Intent:

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

**Roadway:**

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

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

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

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

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

**Final FY 2021 Candidate Project Resurfacing Scope**

436157-1

November 15, 2017

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



# Final FY 2021 Candidate Project Resurfacing Scope

436157-1

November 15, 2017

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

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

# Final FY 2021 Candidate Project Resurfacing Scope

436157-1

November 15, 2017

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

## Multimodal:

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

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

## Drainage:

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

**Final FY 2021 Candidate Project Resurfacing Scope**

436157-1

November 15, 2017

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

**Permitting:**

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

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

**Traffic Operations:**

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

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

**Structural:**

- 1) Evaluate ground mounted signs for replacement

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

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

**Survey:**

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

**Utilities:**

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

**Geotechnical:**

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

**Safety:**

Recommendations from the safety reports:

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

**Complete Streets Implementation:**

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

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













## EXHIBIT 2

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November 1, 2017

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

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

Dear Secretary Evans:

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

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

1. *consider funding the following projects in the Tentative Work Program (Exhibit 1) and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:*
  - A. *Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;*
  - B. *Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;*
  - C. *Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations; and*
  - D. *Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Continuous Left Turnlane installation from NW 16th Avenue to U.S. 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds.*
2. *involve the Metropolitan Transportation Planning Organization in the scoping of the:*
  - A. *U.S. 441 Resurfacing Project (4361751) from the Marion County Line to Williston Road (State Road 331) and also include local governments, the Federal Highway Administration, the Florida Department of Transportation the Florida Department of Environmental Protection Division of Recreation and Parks and other stakeholders interested in the Paynes Prairie portion of U.S. 441 as a recreational destination; and*
  - B. *Traffic Signal Update projects (4373771, 4343961 and 4358911).*

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles S. Chestnut, IV".

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

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

**Motion passed.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Commissioner Ward seconded, motion passed unanimously.**

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

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

#### **XIV. PERFORMANCE MEASURES**

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

#### **XV. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING**

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

EXHIBIT 4



SK ME

***Florida Department of Transportation***

**RICK SCOTT  
GOVERNOR**

1109 South Marion Avenue  
Lake City, Florida 32025-5874

**MIKE DEW  
SECRETARY**

November 21, 2017

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

RE: FDOT Tentative Five-Year Work Program Comments

Dear Chair Chestnut:

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

Sincerely,

*For* Greg Evans  
District Two Secretary

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## EXHIBIT 5

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March 12, 2018

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

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

Dear Secretary Evans:

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

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

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

*Or explain why it will not complete these modifications.*

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

Sincerely,

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

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

T:\Scott\SK18\MTPO\Letter\sw13st\_charrette\_fdot.docx



EXHIBIT 6



SK  
ME

**Florida Department of Transportation**

1109 South Marion Avenue  
Lake City, Florida 32025-5874

**RICK SCOTT**  
GOVERNOR

**MIKE DEW**  
SECRETARY

April 9, 2018

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

RECEIVED

APR 12 2018

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

Subject: US 441 (SW 13<sup>th</sup> Street) Charrette Implementation

Dear Chair Budd,

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

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

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

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

Sincerely,

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

Greg Evans  
District Two Secretary



## EXHIBIT 7

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

July 5, 2018

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

RE: U.S. Highway 441 Resurfacing Project Scoping

Dear Secretary Evans:

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

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

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

Sincerely,

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

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

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EXHIBIT 8



*SK ME*

**Florida Department of Transportation**

**RICK SCOTT  
GOVERNOR**

1109 South Marion Avenue  
Lake City, Florida 32025-5874

**MIKE DEW  
SECRETARY**

July 25, 2018

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

RECEIVED

JUL 27 2018

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

Dear Chairman Cornell:

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

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

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

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

Sincerely,

Greg Evans  
District Two Secretary

xc: James Knight  
Craig Teal  
Mari Schwabacher





OCT 01 2018

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL**Florida Department of Transportation**RICK SCOTT  
GOVERNOR2198 Edison Avenue  
Jacksonville, FL 32204-2730MIKE DEW  
SECRETARY

September 27, 2018

The Honorable Lee Pinkoson, Chair  
Alachua County Commission  
12 SE 1<sup>st</sup> Street  
Gainesville, FL 32601

RE: US 441 Paynes Prairie Linear Park

Dear Chair Pinkoson,

The Florida Department of Transportation is in receipt of your letter dated August 9, 2018 requesting development of an officially designated linear park along the section of US 441 that runs through Paynes Prairie. FDOT is receptive to further study and discussion of a potential linear park.

Please contact Mari Schwabacher at 904-360-5647 or [Mari.Schwabacher@dot.state.fl.us](mailto:Mari.Schwabacher@dot.state.fl.us) if you have any questions or need additional information.

Sincerely,

Greg Evans  
District Two Secretary

cc: Board of County Commissioners  
Michele L Lieberman, Interim County Manager  
Sylvia Torres, Interim County Attorney  
Donald Forgione, Park Manager, Paynes Prairie Preserve State Park  
Dr. James Perran Ross, President, Friends of Paynes Prairie, Inc.  
Ashley Wood, Treasurer, Old Florida Heritage Highway, Inc.  
James Knight, PE, Urban Planning and Modal Administrator  
Ryan Asmus, PE, FDOT Project Management  
Mari Schwabacher, MTPO liaison

Received: Commission Office

Date: 10/1/18

From: Chair

To: BoCC, County Manager,  
County Attorney, AgendaJames HarriottGina PoolesTommy Crosby





**CA.8.A**

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October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Bylaws Amendment - Rural Advisor Term

STAFF RECOMMENDATION

**Amend Chapter 1. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bylaws D. Membership (2) Non-Voting Advisors (c) Rural Advisor text to provide for a three-year term (see Exhibit 1).**

BACKGROUND

At its December 4, 2017 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area amended its Bylaws to change the selection of its rural Advisor. The purpose of this amendment is to provide a term for the position of Rural Advisor. This three-year term is the same as the Citizens Advisory Committee and Bicycle/Pedestrian Advisory Board three-year terms.

If this amendment is adopted by the Metropolitan Transportation Planning Organization, the current term of Rural Advisor Doug Jones, who was appointed on February 26, 2018, would end December 31, 2020. Therefore, the Metropolitan Transportation Planning Organization would appoint/reappoint a Rural Advisor at its December 2020 meeting.

Attachment



- (2) Non-voting Advisors: In addition to the voting members, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall also appoint the following non-voting advisors:
  - (a) University of Florida advisor to be nominated by the University of Florida President;
  - (b) Florida Department of Transportation District 2 advisor to be nominated by the Florida Department of Transportation District 2 Secretary; and
  - (c) Rural Advisor to be appointed to a three-year term by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area from among nominees submitted by the municipal governing bodies in Alachua County located in whole or part outside the Gainesville Metropolitan Area consisting of the City of Alachua, City of Archer, City of Hawthorne, City of High Springs, City of Newberry, City of Waldo, Town of La Crosse and Town of Micanopy.
- (3) The membership of elected officials as voting members of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall coincide with their respective elected terms.

## **E. Officers and Elections**


- (1) The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall hold an organizational meeting each year for the purpose of electing the following officers:
  - (a) Chair;
  - (b) Vice-Chair; and
  - (c) Secretary/Treasurer.
- (2) Officers shall be elected at the annual organizational meeting and shall serve a term of one (1) year commencing on January 1 and ending on December 31.
- (3) The Chair shall preside at all meetings, and upon the absence or at the discretion of the Chair, the Vice-Chair shall assume the powers and duties of the Chair, including but not limited to, the following:
  - (a) To open the meeting at the appointed time by calling the meeting to order, having ascertained that a quorum is present;
  - (b) To announce in proper sequence the business that comes before the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area;
  - (c) To recognize Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area members who are entitled to the floor and recognize members of public;





October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Bylaws Amendment - Citizen Advisory Committee Attendance Violation Revision and Reinstatement of Citizen Advisory Committee Designate

CITIZEN ADVISORY COMMITTEE RECOMMENDATION

**Amend the Chapter III. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Citizens Advisory Committee Bylaws D. Membership:**

1. Items (4) and (6) to reinstate the Citizens Advisory Committee Designate Member as shown in Exhibit 1; and
2. Item (5) to modify the attendance policy to provide for a record-of-attendance for all scheduled Citizens Advisory Committee meetings, including meetings not held due to lack of a quorum as shown in Exhibit 1.

BACKGROUND

At its October 3, 2018 meeting, the Citizens Advisory Committee discussed quorums for meetings.

Items (4) and (6)

Prior to the adoption of the amended Bylaws in 2013, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provided for a Citizens Advisory Committee Designate Membership. In years when there were more Citizens Advisory Committee applicant than there were vacancies, applicants not receiving enough votes to fill vacancies were identified as Citizens Advisory Committee Designate Members for one year. The purpose was to fill vacancies within the year for any Citizens Advisory Committee resignation or attendance violation. This policy was not carried forward into the current Bylaws.

Item (5)

Recently, the Citizens Advisory Committee has failed to reach a quorum on several occasions. Since there was no official meeting, attendance was not recorded. Since attendance was not recorded, attendance policy violations could not be invoked. The Citizens Advisory Committee is requesting that the attendance policy apply to all regular and special Citizens Advisory Committee meetings, including meeting not held due to lack of a quorum.

Attachment

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- (f) Transmit to the Technical Advisory Committee and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area the findings of all public information programs, citizen comments on study recommendations and other representative concerns expressed by the general public regarding the transportation planning process; and
- (g) Assist in any other functions as deemed desirable by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

## **D. Membership**

- (4) The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall invite individuals in the Gainesville Urbanized Area and Alachua County representing a broad cross-section of citizens with an interest in development of an efficient, safe and cost-effective transportation system to submit applications to serve on the Citizens Advisory Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will solicit applicants without regard to race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will also solicit applicants from those geographic areas within the planning boundary that are traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. Citizens Advisory Committee members serve at the pleasure of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
- (2) The Citizens Advisory Committee shall be composed of fifteen (15) members. No more than twenty percent (20) of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area.
- (3) Citizens Advisory Committee members shall not be elected officials or Alachua County staff, City of Gainesville staff, including Regional Transit System staff, and North Central Florida Regional Planning Council staff directly involved in transportation planning.
- (4) Citizens Advisory Committee members shall serve three-year terms of office, staggered so that one-third (1/3) of the total membership shall be appointed in any one (1) year. When the applicant pool is larger than the number of vacancies, an applicant not receiving enough votes to be appointed shall be identified as a Citizens Advisory Committee Designate for a one-year period. A Citizens Advisory Committee Designate or person appointed to fill a vacant position on the Citizens Advisory Committee shall serve out the remainder of the term of the position being filled.
- (5) Any Citizens Advisory Committee member shall be automatically removed from the Citizens Advisory Committee upon filing with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Chair proof that such person has had three (3) or more consecutive absences. Attendance shall be recorded for all regular and special Citizens Advisory Committee meetings whether or not a quorum is attained.

(6) Citizens Advisory Committee Vacancies

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall appoint members to its Citizens Advisory Committee to fill any vacancies on the Citizens Advisory Committee from a pool of applicants. A Citizens Advisory Committee Designate shall fill a vacancy without any further action by the Metropolitan Transportation Planning Organization. If there are multiple Citizens Advisory Committee Designates, a vacancy shall be filled by the applicant who received the most votes when the Metropolitan Transportation Planning Organization appointed Citizens Advisory Committee members.


## E. Officers and Elections

- (1) The Citizens Advisory Committee shall hold an organizational meeting each year for the purpose of electing the following officers:
  - (a) Chair; and
  - (b) Vice-Chair.
- (2) Officers shall be elected by a majority of a quorum of the Citizens Advisory Committee members present at the annual organizational meeting and shall serve a term of one (1) year commencing on January 1 and ending on December 31.
- (5) The Chair shall preside at all meetings, and upon the absence or at the discretion of the Chair, the Vice-Chair shall assume the powers and duties of the Chair, including but not limited to, the following:
  - (a) To open the meeting at the appointed time by calling the meeting to order, having ascertained that a quorum is present;
  - (b) To announce in proper sequence the business that comes before the Citizens Advisory Committee;
  - (c) To recognize persons who are entitled to the floor;
  - (d) To state and put to vote all questions that legitimately come before the Citizens Advisory Committee as motions or that otherwise arise, and to announce the result of each vote; or if a motion is not in order, to rule it out of order;
  - (e) To protect the Citizens Advisory Committee from obvious frivolous or dilatory motions by refusing to recognize them;
  - (f) To expedite business in every way compatible with the rights of members;
  - (g) To decide all questions of order, subject to appeal, unless, when in doubt, the Chair submits a question to the Citizens Advisory Committee for decision;



October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: U.S. Highway 441 (NW 13th Street) Pedestrian Crossing Project [4372971]  
at Gainesville High School Update

STAFF RECOMMENDATION

**FOR INFORMATION ONLY.**

BACKGROUND

At its meeting on August 27, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the U.S. Highway 441 (NW 13th Street) Pedestrian Crossing Project at Gainesville High School [4372971]. Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

*Authorize the Chair to send a letter to the Florida Department of Transportation to request:*

- 1. Relocation of the footer/pole adjacent to the northbound travel lanes to the east side of the sidewalk for the U.S. Highway 441 (NW 13th Street) Pedestrian Crossing Project [4372971]; and*
- 2. Coordination with Alachua County, City of Gainesville and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area concerning all future Florida Department of Transportation Push-Button projects to ensure compliance with local design standards.*

Exhibit 1 is the Florida Department of Transportation response. Exhibit 2 shows the current reconstructed sidewalk alignment adjacent to the northbound travel lanes on the east side of U.S. Highway 441 (NW 13th Street).

Attachments



EXHIBIT 1



SK ME

**Florida Department of Transportation**

**RICK SCOTT**  
GOVERNOR

2198 Edison Avenue  
Jacksonville, FL 32204-2730

**MIKE DEW**  
SECRETARY

September 27, 2018

**RECEIVED**

OCT 01 2018

**NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL**

Mr. Ken Cornell, Chair  
Gainesville Metropolitan Transportation Planning Organization  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32853

RE: US 441 Pedestrian Crossing Project [4372971] at Gainesville High School

Dear Chair Cornell,

The Florida Department of Transportation is in receipt of the Metropolitan Transportation Planning Organization (MTPO) letter dated August 31, 2018, regarding the Push-Button project for cross-walk improvements near Gainesville High School.

FDOT understands the existing concern over the design and construction of the Rapid Rectangular Flashing Beacon Assemblies that are being installed in front of Gainesville High School, specifically for Pole 2, located in the southeast quadrant of the intersection of US 441 and NW 18th Avenue. Pole 2 and foundation were installed as far back as possible to ensure that the pole could be constructed within the existing right of way. The construction of the sidewalk has been shifted in front of the pole to provide a flat concrete surface width of 50 inches (See Photo 1). The mast arms should be in place within a few weeks.

FDOT currently coordinates with both Alachua County staff and City of Gainesville staff on all project reviews, including accelerated push-button contracts. This project was reviewed in the Electronic Review Comments (ERC) program by staff. Comments or concerns regarding design should be noted in the ERC review by staff.

Should you have any questions or need additional information, please contact Mari Schwabacher at 904-360-5647 or [Mari.Schwabacher@dot.state.fl.us](mailto:Mari.Schwabacher@dot.state.fl.us).

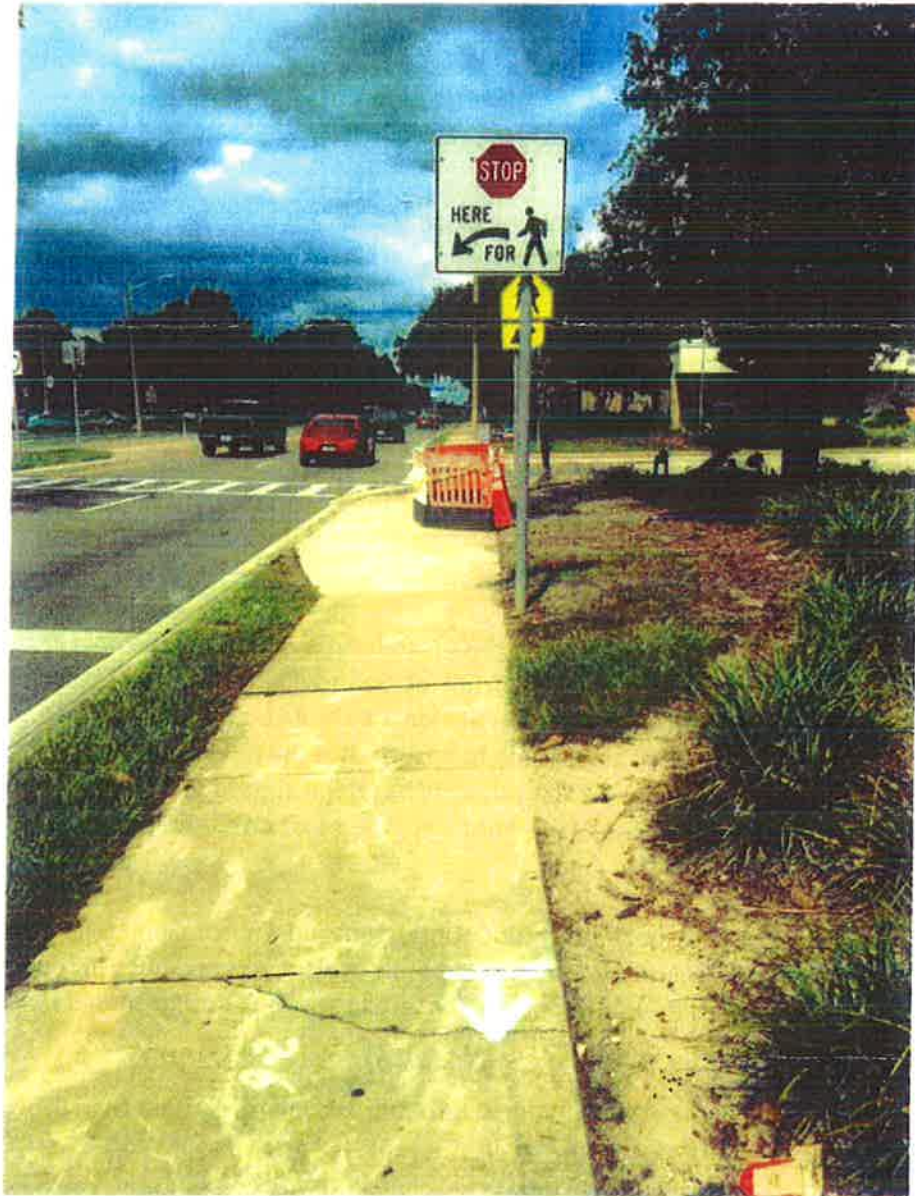
Sincerely,

Greg Evans  
District Two Secretary

xc: Scott Koons, Executive Director, MTPO staff  
Amanda Farnell, District Traffic Operations



Photo 1





**EXHIBIT 2**  
**U.S. Highway 441 (NW 13th Street) Pedestrian Crossing Project [4372971] at Gainesville High School - East Side**



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**CA.10**

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---

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

October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Interstate 75 Exit Maintenance Issues Update

STAFF RECOMMENDATION**FOR INFORMATION ONLY.**BACKGROUND

At its meeting on August 27, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed maintenance issues near Interstate 75 Exits and Celebration Pointe Bridge. Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

*Authorize the Chair to send a letter to the Florida Department of Transportation requesting the removal of:*

- 1. Litter from Interstate 75 exits and consider enhancing the schedule for mowing and litter collection at the Interstate 75 exits; and*
- 2. Loose fencing along Interstate 75 adjacent to the State Road 24 (Archer Road) exit and the Celebration Pointe bridge.*

Exhibit 1 is the Florida Department of Transportation response. The response states that the Florida Department of Transportation District 2 is working with:

- Alachua County and the developer regarding fence replacement commitment in accordance with the Celebration Pointe construction agreement; and
- Florida Department of Transportation Maintenance Office contractors to address Interstate 75 Exit maintenance issues.

Attachment





SK  
ME

*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

2198 Edison Avenue  
Jacksonville, FL 32204-2730

**MIKE DEW**  
SECRETARY

September 27, 2018

Mr. Ken Cornell, Chair  
Metropolitan Transportation Planning Organization  
For the Gainesville Urbanized Area  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653-1603

RECEIVED

OCT 01 2018

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

RE: Interstate 75 Exit Maintenance Issues

Dear Chair Cornell,  
Thank you for your letter dated September 10, 2018. We have coordinated with our District Maintenance office and they are aware of the concerns and previous requests regarding these issues.

The I-75 resurfacing project from south of Williston Road (SR 121) to south of NW 39<sup>th</sup> Avenue (SR 222) was recently completed and accepted by the department on August 10, 2018. Since construction was completed, we have addressed issues at the Newberry Road (SR 26) interchange as well as the Archer Road and Williston Road interchanges. District 2 Maintenance is currently working with contractors to address the remaining I-75 maintenance concerns such as the removal of vegetation from the fence line, clearing the understory from under the trees and reestablishing turf along the interchange at Archer Road.

Regarding the fence along Celebration Pointe, the replacement of the fence is a requirement of the Celebration Pointe construction agreement. Following the receipt of the MTPO letter, FDOT is working with the county and developer to honor their commitment.

Please do not hesitate to contact Mari Schwabacher at (904) 360-5647 or [Mari.Schwabacher@dot.state.fl.us](mailto:Mari.Schwabacher@dot.state.fl.us) if you have further questions or concerns.

Sincerely,

Greg Evans  
District Two Secretary


xc: Scott Koons, Executive Director, MTPO staff  
Steve Scanlan, Gainesville Operations Engineer  
Mari Schwabacher, MTPO Liaison





October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: State Road 24 (Archer Road) at the University of Florida Update

STAFF RECOMMENDATION

**FOR INFORMATION ONLY.**

BACKGROUND

Currently, modifications to State Road 24 (Archer Road) are being implemented funded by University of Florida Campus Development Agreement funds. These modifications include:

- 25-miles per hour speed zone from State Road 226 (SW 16th Avenue) to Gale Lemerand Drive;
- 20-miles per hour speed zone from Gale Lemerand Drive to U.S. Highway 441 (SW 13th Street);
- Midblock pedestrian crossing east of Gale Lemerand Drive; and
- Instreet bikelanes from State Road 226 (SW 16th Avenue) to U.S. Highway 441 (SW 13th Street).

Please note that there was insufficient funding at this time to include the removal of the U.S. Highway 441 (SW 13th Street) slip lane and reconfiguration of the intersection at State Road 24 (Archer Road).

State Road 24 (Archer Road) from State Road 226 (SW 16th Avenue) to U.S. Highway 441 (SW 13th Street) has University of Florida Heath facilities on both the north and south sides of the road and the Veterans Administration hospital on the south side of the road. The University of Florida Campus Master Plan has had longstanding goals to have this corridor have low-speed, multimodal characteristics similar to the campus internal roads. To address Florida Department of Transportation mobility and congestion concerns, and with endorsement from the Metropolitan Transportation Planning Organization for necessary studies and roadway modifications in achieving these goals, the Florida Department of Transportation:

- Designated State Road 226 (S 16th Avenue) also as State Road 24A in order to facilitate interregional freight movement;
- Constructed transportation system management modifications on State Road 226/24A (South 16th Avenue) at U.S. Highway 441 (SW 13th Street), South Main Street and State Road 331 (Williston Road) intersections to accommodate future traffic demand.

Attached as Exhibit 1 is a schematic map showing the State Road 24 (Archer Road) modifications. Exhibit 2 includes materials provided by the City of Gainesville.

**Attachments**

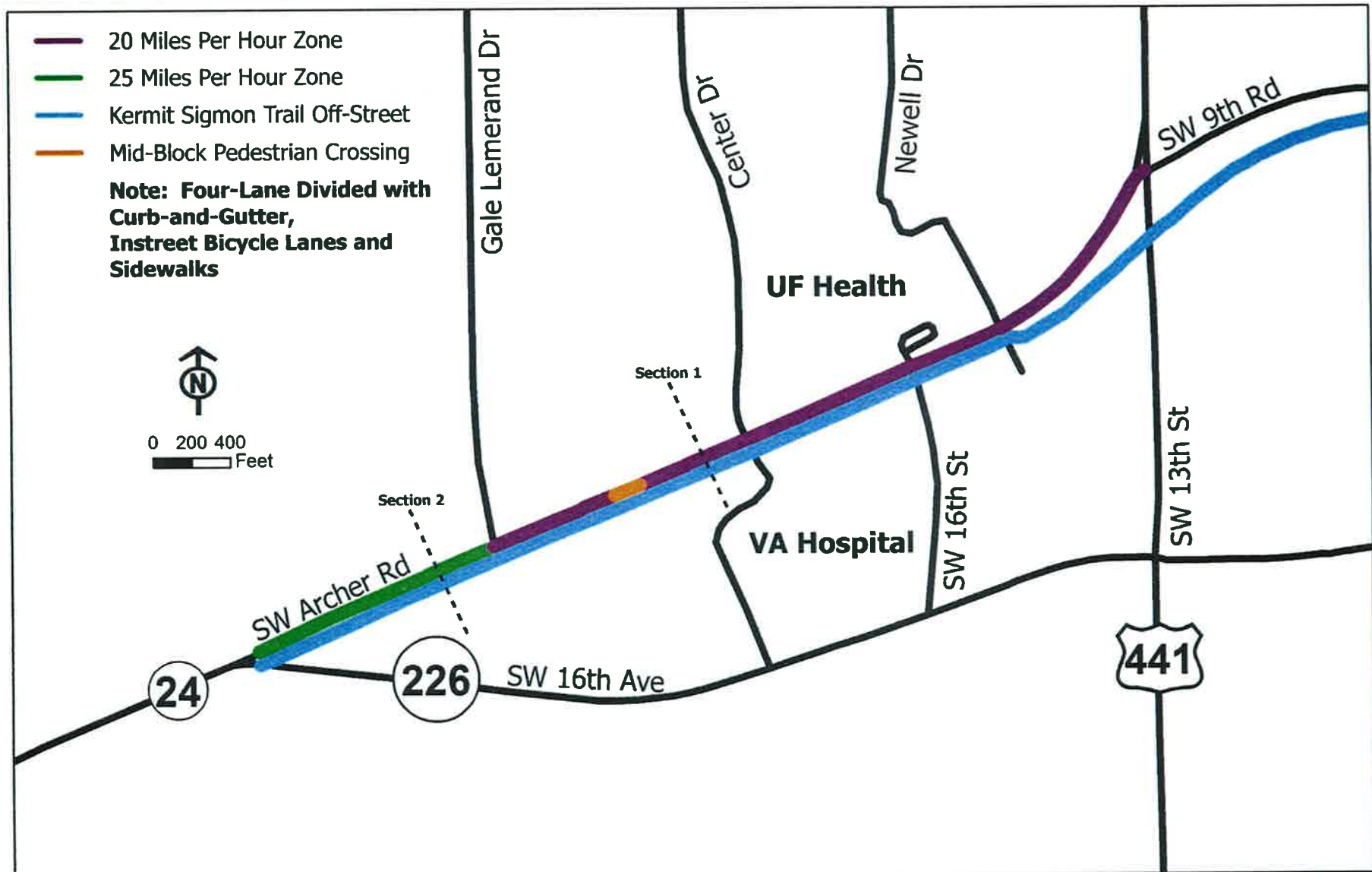
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Dedicated to improving the quality of life of the Region's citizens,  
by enhancing public safety, protecting regional resources,  
promoting economic development and providing technical services to local governments.



## EXHIBIT 1

### State Road 24 (Archer Road) State Road 226 SW 16th Avenue to U.S. Highway 441 (SW 13th Street)



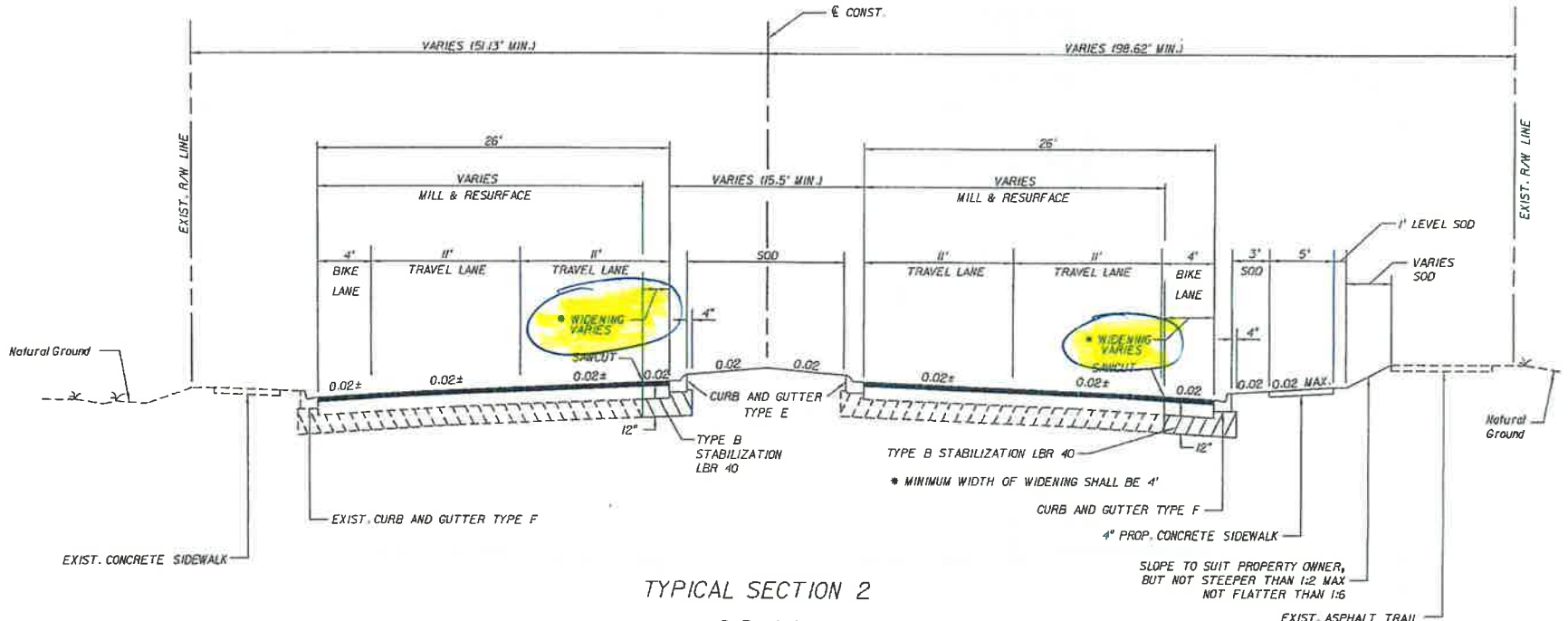
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-149-





TYPICAL SECTION 2

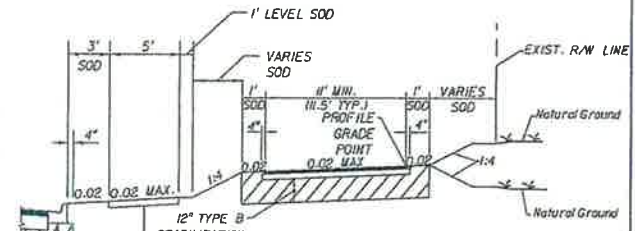
S.R. 24

(ARCHER ROAD)

STA. 411+40.24 TO STA. 443+98.89

DESIGN SPEED = 35 M.P.H.

POSTED 20 M.P.H.



TYPICAL SECTION  
ASPHALT TRAIL  
STA. 413+80.00 TO STA. 415+90.00

TRAIL  
OPTIONAL BASE GROUP 1 WITH  
TYPE SP STRUCTURAL COURSE (TRAFFIC A)(1")

MILLING

MILL EXISTING ASPHALT PAVEMENT (3" AVG. DEPTH)

RESURFACING

SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(1 1/2")  
ASPHALTIC CONCRETE FRICTION COURSE (FC-12.5)(PG 76-22)(1 1/2")

NEW CONSTRUCTION

OPTIONAL BASE GROUP 9, TYPE B-12.5 (6") ONLY, WITH  
SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(2 1/2")  
ASPHALTIC CONCRETE FRICTION COURSE (FC-12.5)(PG 76-22)(1 1/2")

NOTE: THE COMPACTION OF ALL MATERIALS SHALL BE IN STATIC MODE ONLY.

NOTE: SUPERELEVATION STARTS AT STA. 415+80± AND CONTINUES THROUGH  
THE REMAINDER OF THE PROJECT.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

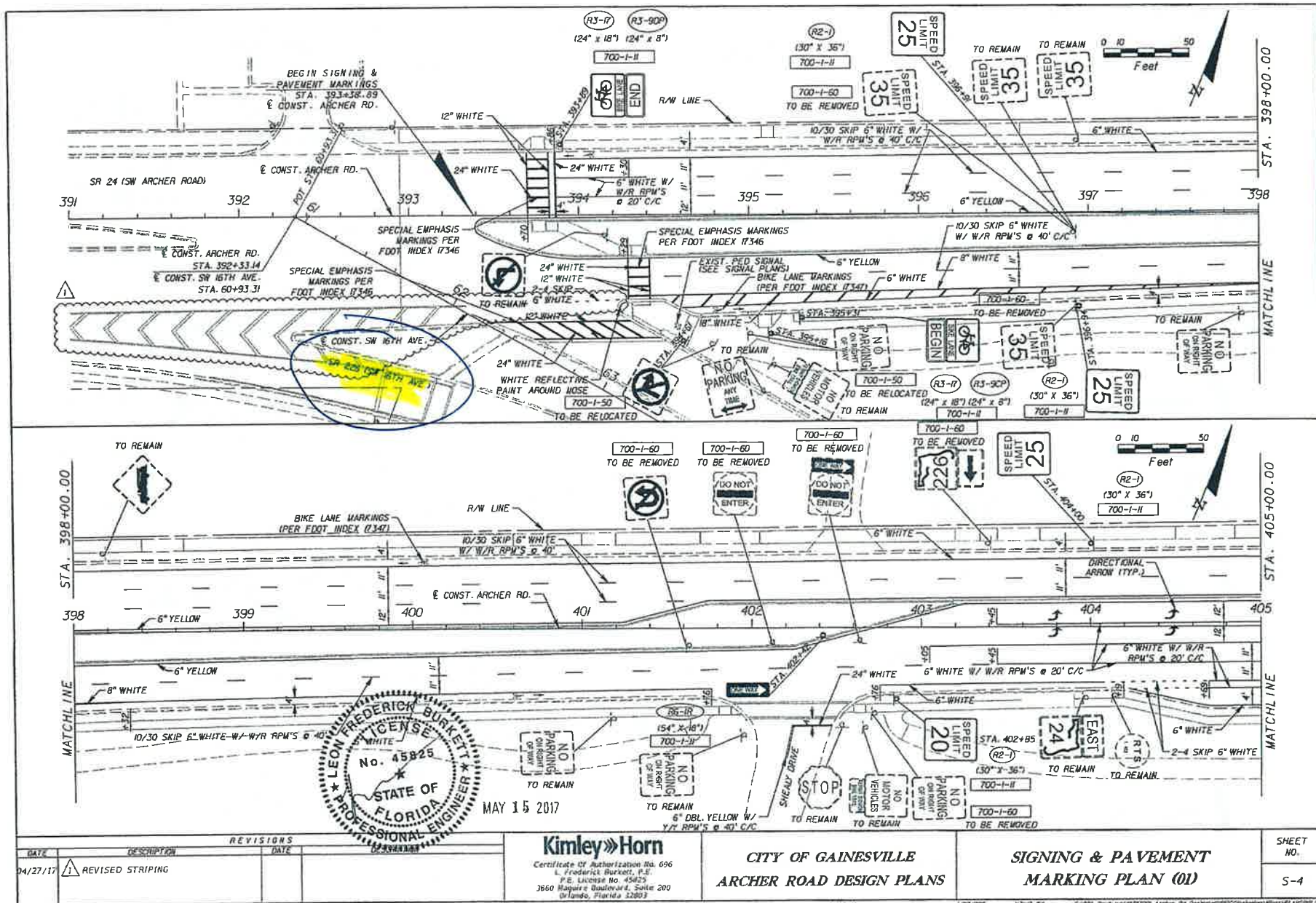
Kimley-Horn

Certificate of Authorization No. 696  
L. Frederick Burkett, P.E.  
P.E. License No. 45825  
3660 Manatee Boulevard, Suite 200  
Orlando, Florida 32803

CITY OF GAINESVILLE  
ARCHER ROAD DESIGN PLANS

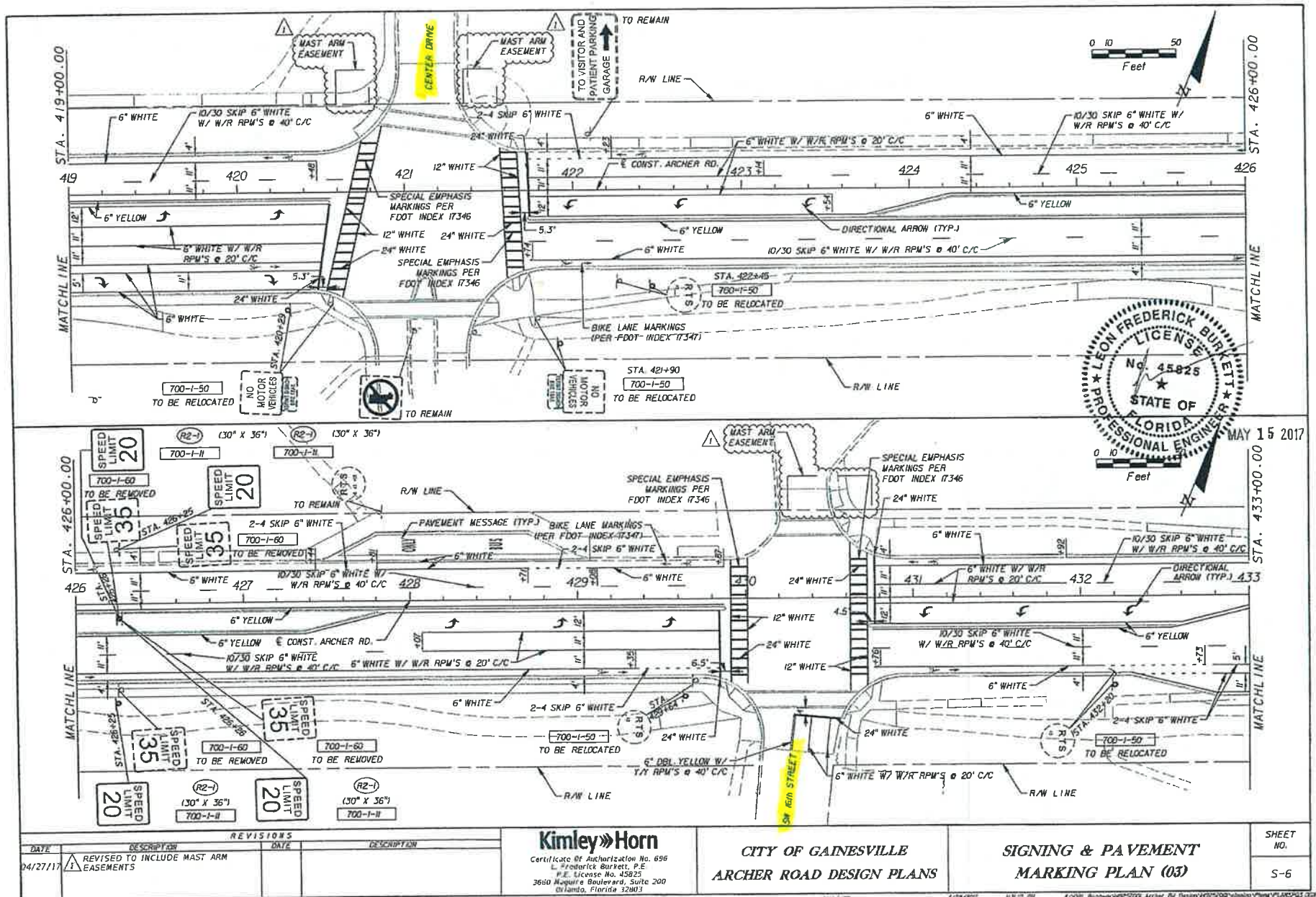
TYPICAL SECTIONS (2)

SHEET  
NO.  
4









REVISIONS		DATE	DESCRIPTION
1	REVISED TO INCLUDE MAST ARM EASEMENTS	04/27/17	

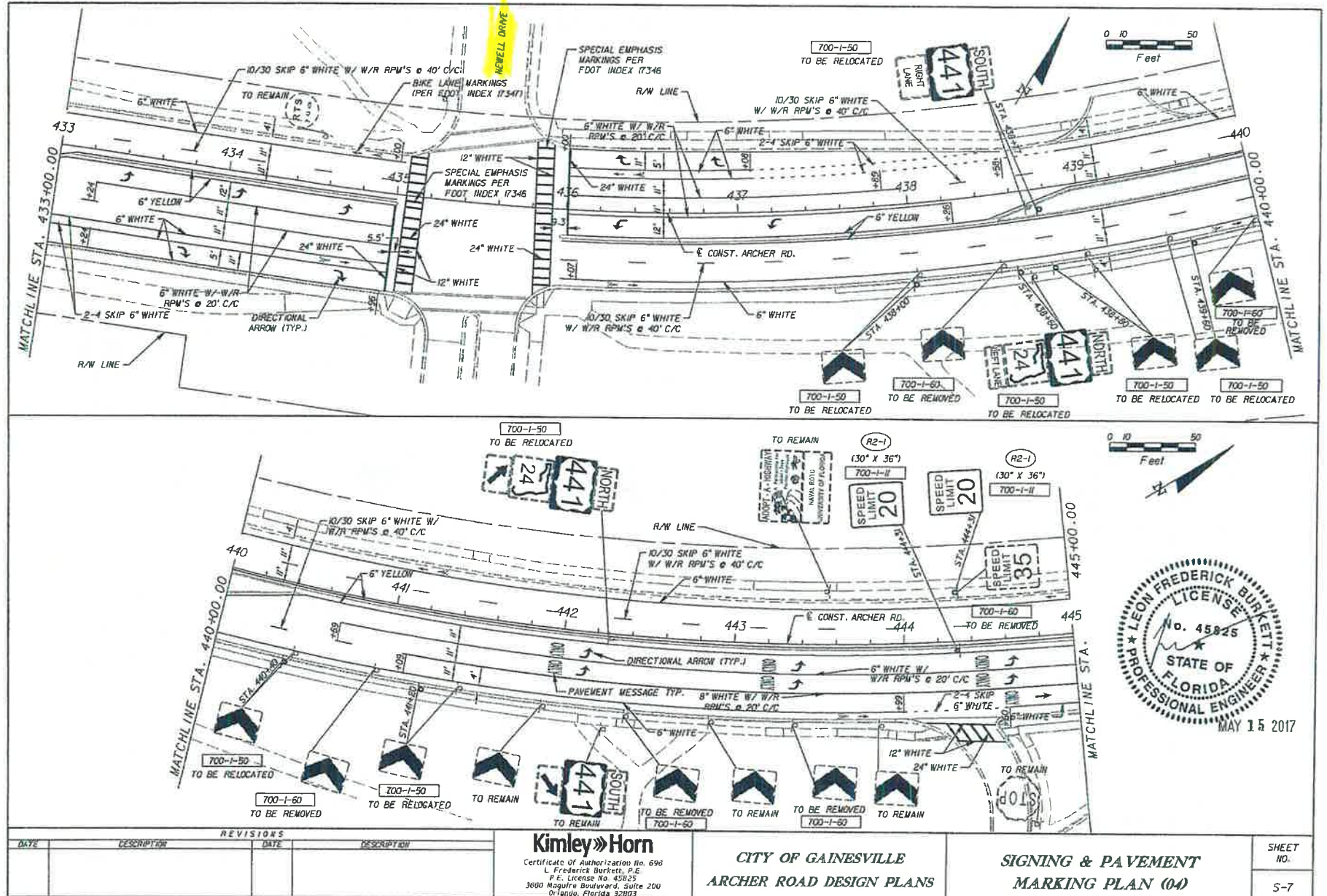
**Kimley-Horn**  
 Certificate of Authorization No. 696  
 L. Frederick Burkett, P.E.  
 P.E. License No. 45825  
 3660 Nuquira Boulevard, Suite 200  
 Orlando, Florida 32803

**CITY OF GAINESVILLE**  
**ARCHER ROAD DESIGN PLANS**

**SIGNING & PAVEMENT**  
**MARKING PLAN (03)**

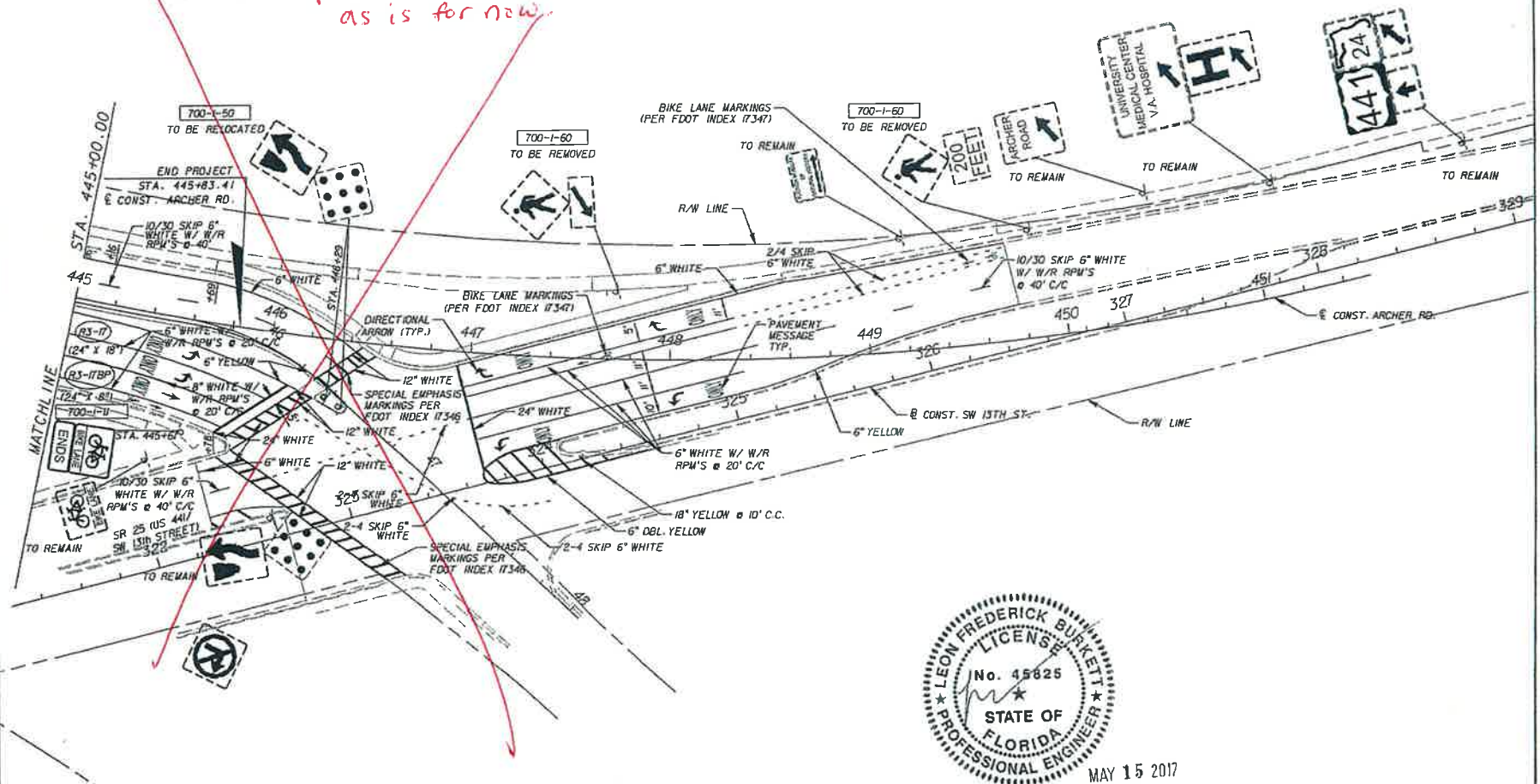
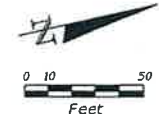
**SHEET**  
**NO.**  
**S-6**







\* The work in SW 13th St intersection was removed from the scope due to lack of available funding.  
 ∴ the slip lane will remain as is for now.



MAY 15 2017

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

**Kimley-Horn**  
 Certificate of Authorization No. 698  
 L. Frederick Burkett, P.E.  
 P.E. License No. 45825  
 3660 Maguire Boulevard, Suite 200  
 Orlando, Florida 32803

CITY OF GAINESVILLE  
 ARCHER ROAD DESIGN PLANS

SIGNING & PAVEMENT  
 MARKING PLAN (05)

SHEET NO.  
 S-8



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October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Coastal Connector Update

STAFF RECOMMENDATION**FOR INFORMATION ONLY.**BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area requested updates on the Coastal Connector Planning Study. In June 2018, the Florida Department of Transportation announced postponement of the Coastal Connector Planning Study in order to focus on modifications to the Interstate 75 corridor. Subsequently in August 2018, the Florida Department of Transportation announced abandonment of the Coastal Connector Planning Study.

Exhibit 1 shows the current Coastal Connector webpage. Exhibit 2 is a copy of the Florida Department of Transportation postponement announcement. Exhibit 3 is a copy of the Florida Department of Transportation abandonment announcement.

Attachments



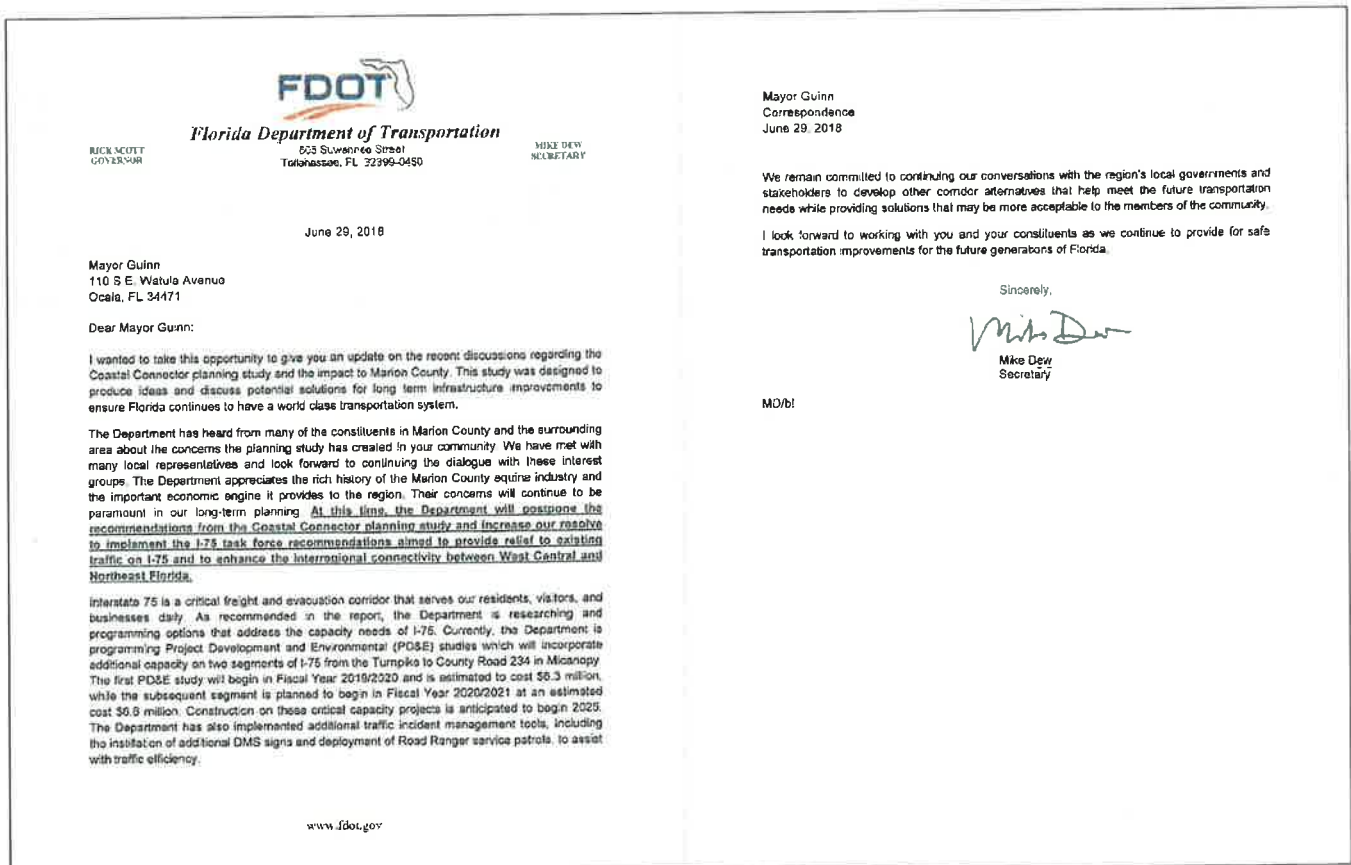
**EXHIBIT 1**

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

## COASTAL CONNECTOR

The Coastal Connector study has been postponed and the Florida Department of Transportation (FDOT) will be focusing on improvements to I-75. See below June 29, 2018 Letter from FDOT Secretary Mike Dew.

All comments and feedback, received prior to July 11, 2018, will be included in the study documentation. Beginning on July 11, 2018 comments received will no longer be included in the study documentation. If the study resumes in the future, it will be reopened for comments and input.



(images/coastal-connector/SecretaryDewsLetter - June 29 2018.pdf)

**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](https://www.google.com/maps/place)  
/maps/place  
/Operations+Building+@+Turnpike+HQTraffic

Contact Us ([about.html](#))  
Service Plazas  
([travelerInfo.html](#))  
Motorist Assistance  
([travelerInfo.html](#))  
State Farm Safety Patrol  
([safety.html](#))  
Hurricane Evacuations  
([safety.html](#))  
Sunpassages  
([/sunpassages/](#))

All Electronic Tolling  
([travelerInfo.html](#))  
Paying Tolls  
([travelerInfo.html](#))  
ICPP Study  
([http://floridasturnpike.com](http://floridasturnpike.com/icpp/index.html)  
/icpp/index.html)  
Construction Updates  
([construction.html](#))  
Current Projects  
([construction.html](#))  
FL Turnpike Work Program



EXHIBIT 2



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**MIKE DEW**  
SECRETARY

June 29, 2018

Mayor Guinn  
110 S.E. Watula Avenue  
Ocala, FL 34471

Dear Mayor Guinn:

I wanted to take this opportunity to give you an update on the recent discussions regarding the Coastal Connector planning study and the impact to Marion County. This study was designed to produce ideas and discuss potential solutions for long term infrastructure improvements to ensure Florida continues to have a world class transportation system.

The Department has heard from many of the constituents in Marion County and the surrounding area about the concerns the planning study has created in your community. We have met with many local representatives and look forward to continuing the dialogue with these interest groups. The Department appreciates the rich history of the Marion County equine industry and the important economic engine it provides to the region. Their concerns will continue to be paramount in our long-term planning. At this time, the Department will postpone the recommendations from the Coastal Connector planning study and increase our resolve to implement the I-75 task force recommendations aimed to provide relief to existing traffic on I-75 and to enhance the interregional connectivity between West Central and Northeast Florida.

Interstate 75 is a critical freight and evacuation corridor that serves our residents, visitors, and businesses daily. As recommended in the report, the Department is researching and programming options that address the capacity needs of I-75. Currently, the Department is programming Project Development and Environmental (PD&E) studies which will incorporate additional capacity on two segments of I-75 from the Turnpike to County Road 234 in Micanopy. The first PD&E study will begin in Fiscal Year 2019/2020 and is estimated to cost \$6.3 million, while the subsequent segment is planned to begin in Fiscal Year 2020/2021 at an estimated cost \$6.6 million. Construction on these critical capacity projects is anticipated to begin 2025. The Department has also implemented additional traffic incident management tools, including the installation of additional DMS signs and deployment of Road Ranger service patrols, to assist with traffic efficiency.



Mayor Guinn  
Correspondence  
June 29, 2018

We remain committed to continuing our conversations with the region's local governments and stakeholders to develop other corridor alternatives that help meet the future transportation needs while providing solutions that may be more acceptable to the members of the community.

I look forward to working with you and your constituents as we continue to provide for safe transportation improvements for the future generations of Florida.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Dew", with a stylized, cursive script.

Mike Dew  
Secretary

MD/bl



**Florida Department of Transportation**

**RICK SCOTT**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**MIKE DEW**  
SECRETARY

August 31, 2018

The Honorable Kathy Bryant  
Marion County Board of County Commissioners, Chair  
601 SE 25<sup>th</sup> Avenue  
Ocala, FL 34471

Re: Coastal Connector

Dear Commissioner Kathy Bryant:

On June 29, 2018, the Florida Department of Transportation announced that it will not proceed with the recommendations from the Coastal Connector Alternative Corridor Evaluation Study and will instead focus on direct improvements to I-75. I would like to elaborate on that announcement.

The Coastal Connector and the I-75 Master Plan studies were high-level planning studies. Before a prospective alternate new corridor to I-75 could actually be identified, a full Project Development and Environment study would need to be completed, which would include identification of a locally preferred alternative. PD&E studies evaluate alternate locations for a potential facility as well as the potential that a "no-build" option should be pursued. "No-build" options are required by law to be a viable consideration all through a PD&E process. Neither of the studies included what is required for a PD&E study and nothing in the work performed for the studies should be construed to equate to identification, designation or reservation of a transportation corridor for any future Department transportation facility.

At this time, the Department has determined that the best approach to addressing traffic issues in the area is to abandon the new corridor concepts that were preliminarily discussed in the planning studies. The Department is not continuing with the steps that would be necessary to develop the alternate new corridors identified in either the Coastal Connector Alternative Corridor Evaluation Study or the North I-75 Master Plan Study. With the rapidly evolving nature of the area and the number of different alternatives that have been proposed, the Department believes that it is appropriate to step back and refocus on improvement of I-75.

The Department understands the potential impact of any proposal on the economically important equine and realty industries in Marion County. Further, the Department is committed to continuing conversations with the region's local governments and stakeholders to provide acceptable solutions that meet the region's transportation needs.

Sincerely,

Mike Dew  
Secretary





**CA.13**

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October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Construction Project Funding Comparison -  
Florida Department of Transportation District 2

STAFF RECOMMENDATION

**FOR INFORMATION ONLY.**

BACKGROUND

At the request of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Chair, staff prepared a comparison of funding for construction projects for the Florida Department of Transportation District 2 service area. Exhibit 1 shows District 2-wide construction funding, including design-build projects, by county and metropolitan planning organization jurisdictions.

Attachment



# EXHIBIT 1

## Florida Department of Transportation Five-Year Work Program Six-Year History Fiscal Year 2012-13 to Fiscal Year 2017-18

Jurisdiction	Construction Project Funding	Design/Build Project Funding	Construction and Design/Build Project Funding	Project Funding Percent	Estimated 2017 Population	Population Percent
Duval County	\$1,062,759,276	\$1,097,653,767	\$2,160,413,043	54.5%	936,800	44.3%
Clay County	\$159,213,140	\$75,866,282	\$235,079,422	5.9%	208,500	9.9%
Nassau County	\$239,735,828	\$2,710,102	\$242,445,930	6.1%	80,500	3.8%
St Johns County	\$108,336,332	\$83,710,896	\$192,047,228	4.8%	229,700	10.9%
<b>North Florida TPO</b>	<b>\$1,570,044,576</b>	<b>\$1,259,941,047</b>	<b>\$2,829,985,623</b>	<b>71.3%</b>	<b>1,455,500</b>	<b>68.9%</b>
<b>Gainesville MTPO</b>	<b>\$166,378,679</b>	<b>\$169,069</b>	<b>\$166,547,748</b>	<b>4.2%</b>	<b>209,700</b>	<b>9.9%</b>
Alachua County - outside MTPO	\$63,905,337	\$12,506,289	\$76,411,626	1.9%	50,300	2.4%
Alachua County	\$230,284,016	\$12,675,358	\$242,959,374	6.1%	260,000	12.3%
Baker County	\$43,227,281	\$1,802,635	\$45,029,916	1.1%	27,200	1.3%
Bradford County	\$191,895,803	\$1,095,186	\$192,990,989	4.9%	27,600	1.3%
Columbia County	\$76,394,488	\$29,380,814	\$105,775,302	2.7%	68,900	3.3%
Dixie County	\$36,496,019	\$0	\$36,496,019	0.9%	16,700	0.8%
Gilchrist County	\$19,561,323	\$288,939	\$19,850,262	0.5%	17,200	0.8%
Hamilton County	\$59,105,988	\$0	\$59,105,988	1.5%	14,700	0.7%
Lafayette County	\$23,756,253	\$99,211	\$23,855,464	0.6%	8,500	0.4%
Levy County	\$35,731,182	\$296,243	\$36,027,425	0.9%	41,000	1.9%
Madison County	\$73,789,761	\$0	\$73,789,761	1.9%	19,400	0.9%
Putnam County	\$173,249,350	\$340,846	\$173,590,196	4.4%	73,200	3.5%
Suwannee County	\$50,738,592	\$350,673	\$51,089,265	1.3%	44,700	2.1%
Taylor County	\$46,960,306	\$0	\$46,960,306	1.2%	22,300	1.1%
Union County	\$28,317,193	\$83,618	\$28,400,811	0.7%	15,900	0.7%
<b>Balance of District 2</b>	<b>\$859,223,539</b>	<b>\$33,738,165</b>	<b>\$892,961,704</b>	<b>22.6%</b>	<b>397,300</b>	<b>18.8%</b>
District 2	\$2,659,552,131	\$1,306,354,570	\$3,965,906,701	100.0%	2,112,800	100.0%







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October 15, 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 Nick Hauzer as the alternate Florida Department of Elder Affairs 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 Nick Hauzer be appointed as the as the alternate Florida Department of Elder Affairs 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: Nick Hauzer

Address: 5701 NW 34<sup>th</sup> Blvd

City/State/Zip Code: Gainesville FL 32653

Phone Number: 352-265-8739

E-Mail Address: nhau0001@shands.ufl.edu

Signature: Nick Hauzer

Date: 9/12/18

Representing: Florida Department of Elder Affairs

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](mailto:godfrey@ncfrpc.org)





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October 15, 2018

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

RECOMMENDATION

**For information only.**

BACKGROUND

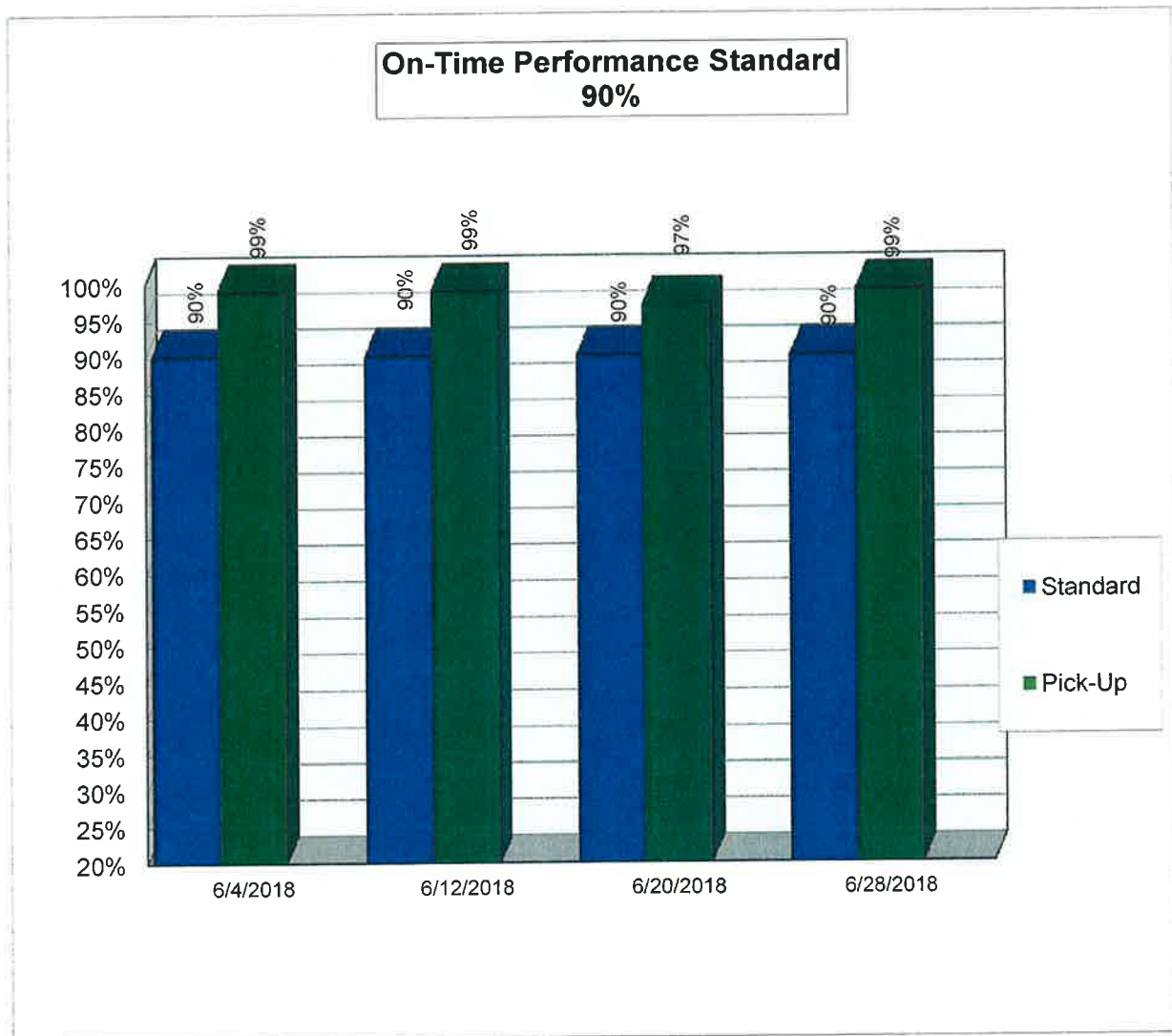
Attached are the June - August 2018 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

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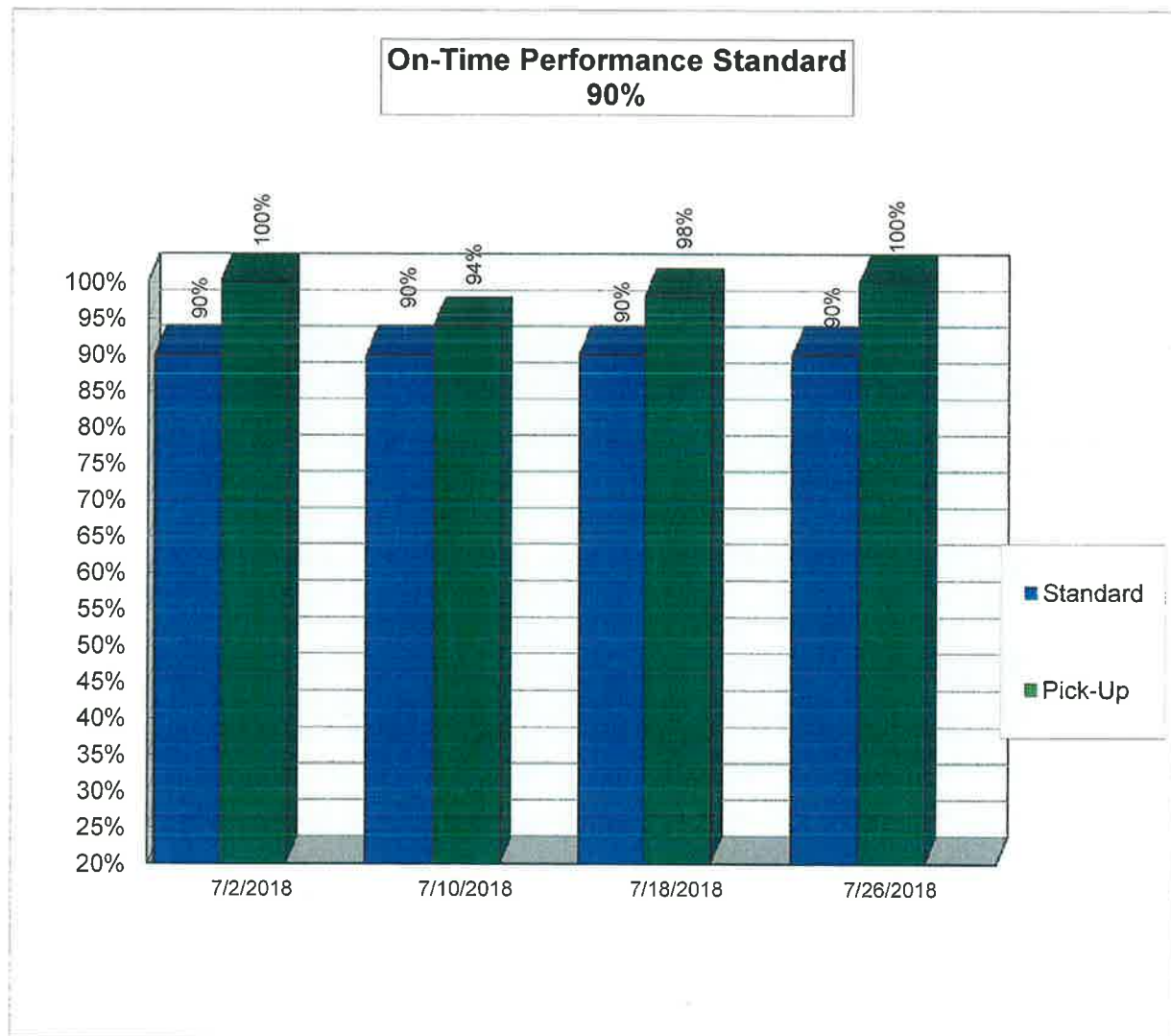


TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, JUNE 2018

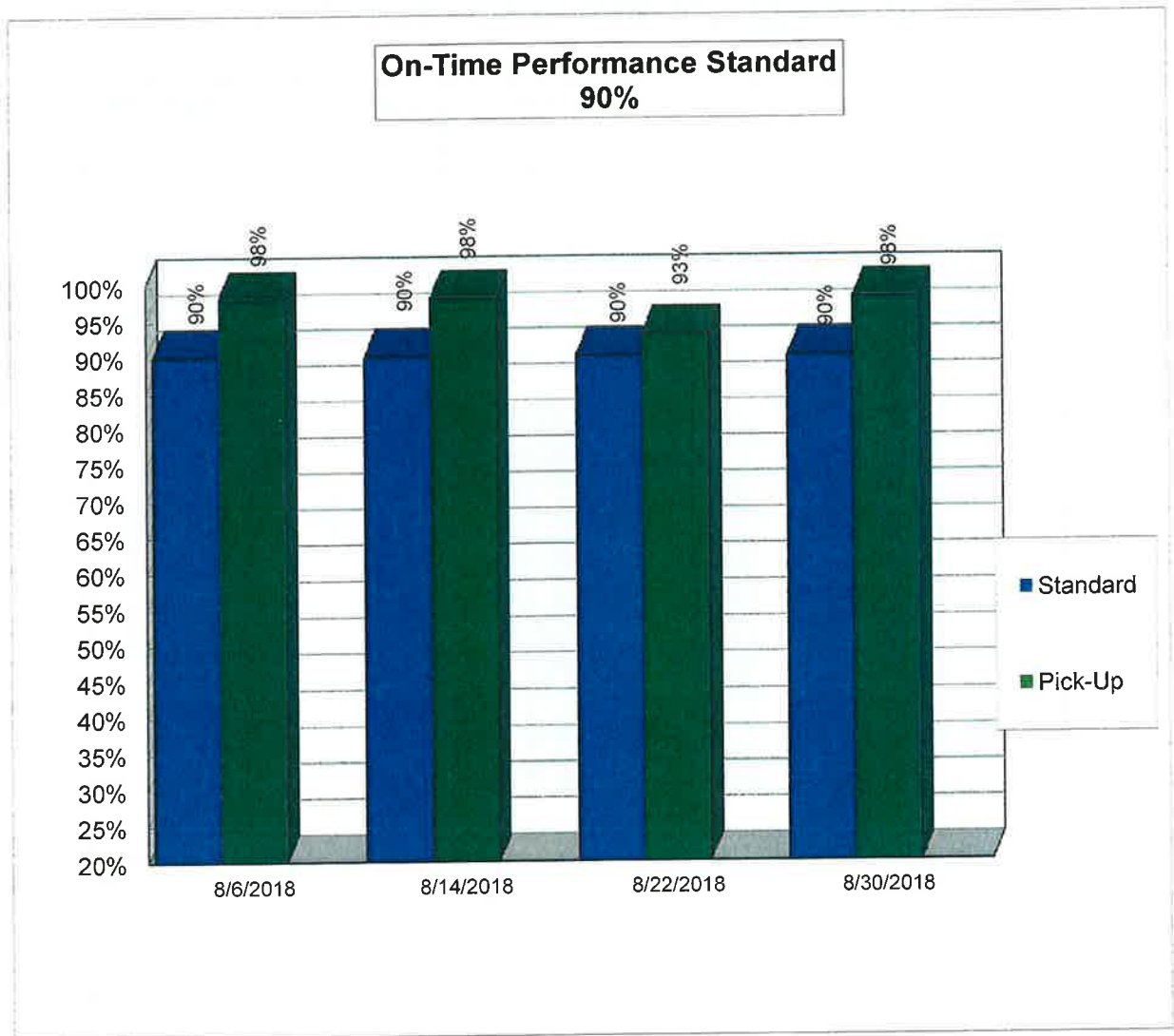




TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, JULY 2018



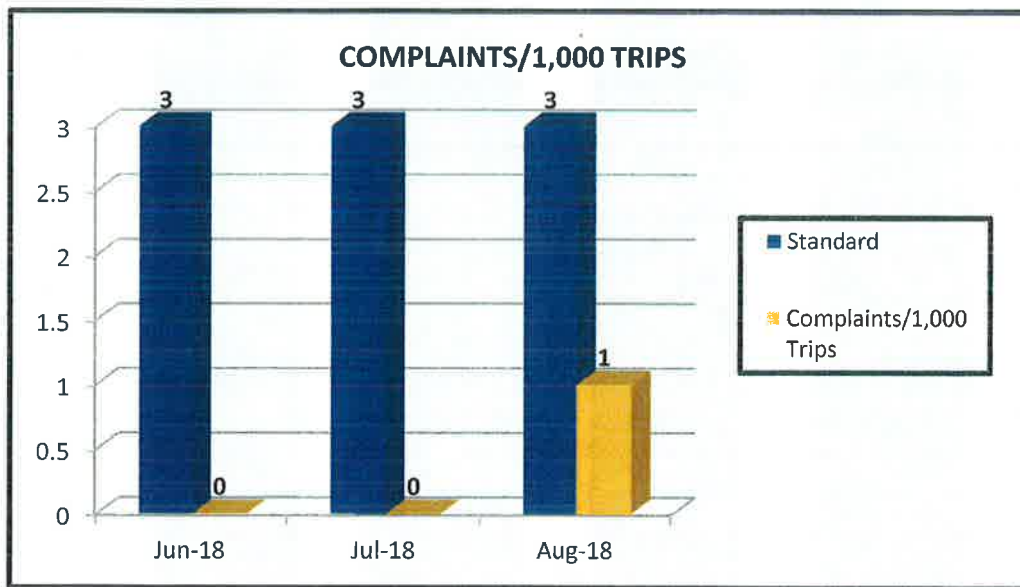
**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, AUGUST 2018**



# TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

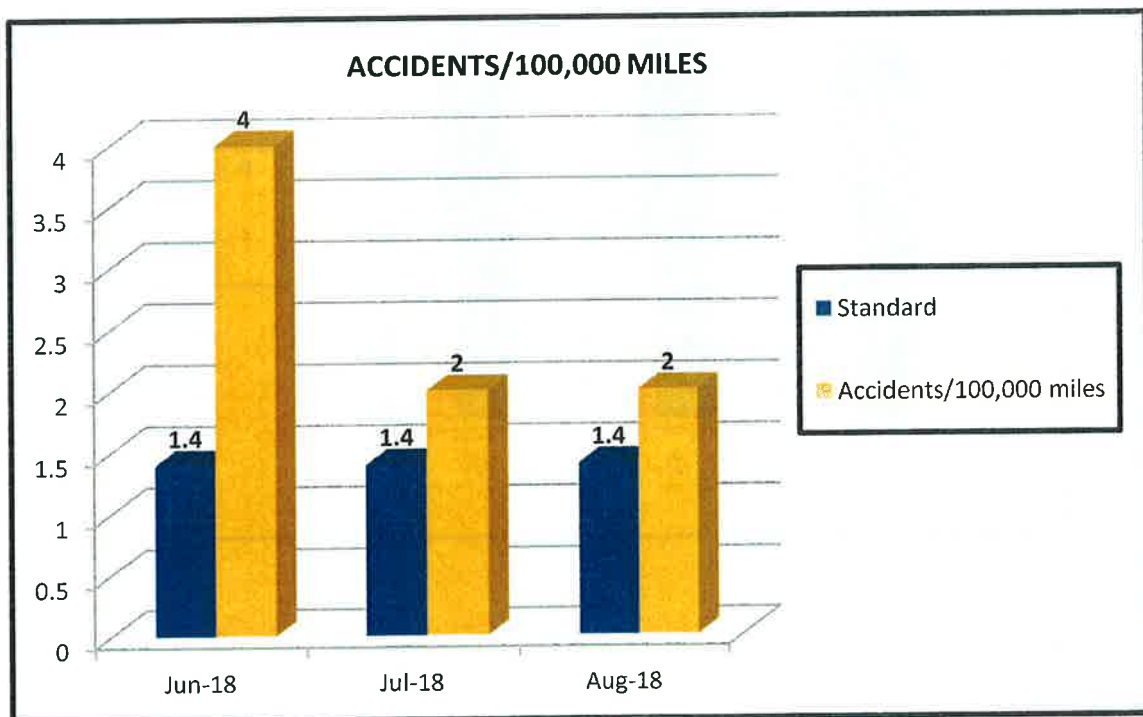
ALACHUA COUNTY, JUNE - AUGUST 2018

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jun-18	3	0
Jul-18	3	0
Aug-18	3	1



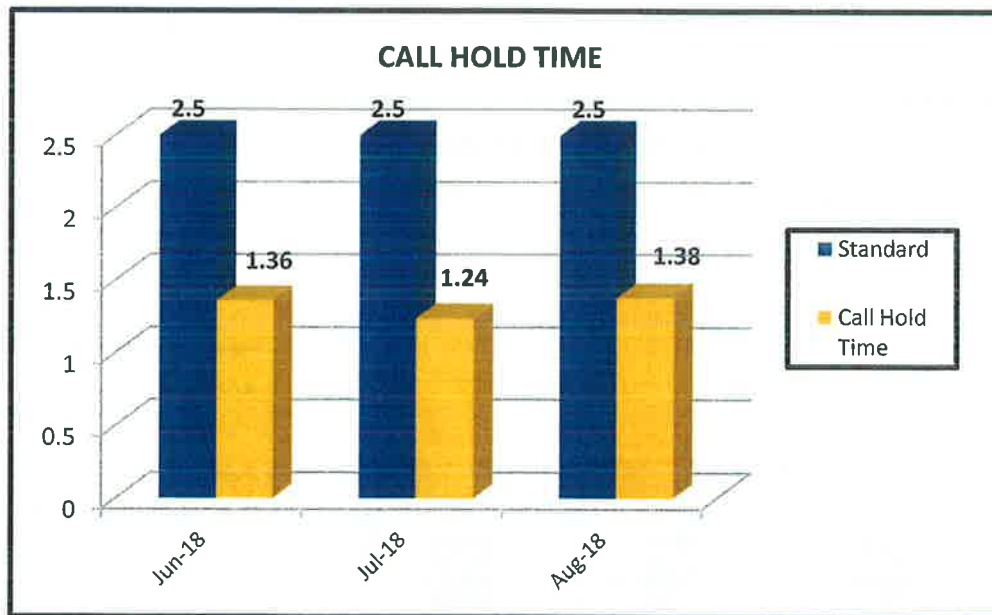
**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY JUNE - AUGUST 2018**

MONTH	STANDARD	PREVENTABLE ACCIDENTS/100,000 MILES
Jun-18	1.4	4
Jul-18	1.4	2
Aug-18	1.4	2



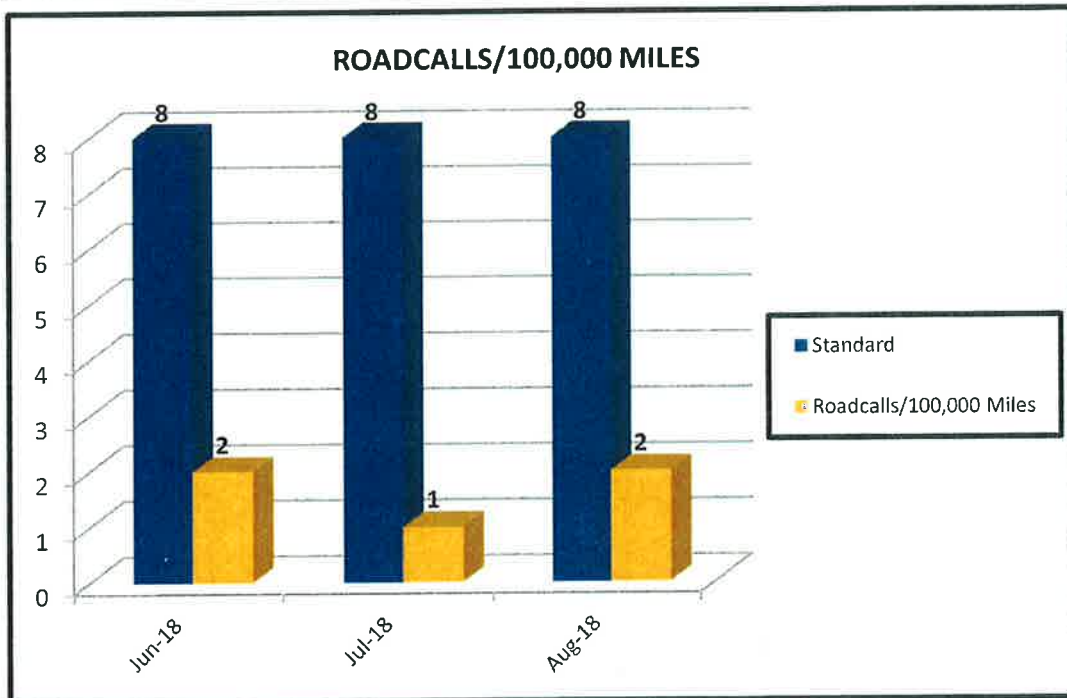
**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, JUNE - AUGUST 2018**

MONTH	STANDARD	CALL HOLD TIME
Jun-18	2.5	1.36
Jul-18	2.5	1.24
Aug-18	2.5	1.38



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

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jun-18	8	2
Jul-18	8	1
Aug-18	8	2







***Meeting***

***Agenda***

***Enclosures***






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October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Bridge, Pavement and System Performance Measures and Targets

#### JOINT RECOMMENDATION

**The Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization set Bridge, Pavement and System Performance Targets consistent with the Florida Department of Transportation Targets as shown in Exhibit 6 and authorize staff to administratively modify the Transportation Improvement Program and List of Priority Projects to incorporate appropriate bridge, pavement and system performance measures and targets language.**

The Bicycle/Pedestrian Advisory Board did not have a quorum.

#### BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act continues the implementation of the performance measures federal legislation. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to set bridge, pavement and system performance measures and targets for the National Highway System.

Staff has coordinated the establishment of bridge, pavement and system performance targets with the Florida Department of Transportation. Exhibits include:

1. National Highway System Map;
2. Federal Highway Administration Performance Measures Implementation Requirements;
3. Federal Highway Administration Performance Measures and Target Setting Dates;
4. Florida Department of Transportation Bridge, Pavement and System Performance Measures;
5. Florida Department of Transportation Bridge, Pavement and System Performance Targets; and
6. Proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bridge, Pavement and System Performance Targets.

Proposed targets in Exhibit 6 are consistent with the Florida Department of Transportation Bridge, Pavement and System Performance Targets in Exhibit 5. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with the Florida Department of Transportation concerning monitoring and reporting on the National Highway System facilities.

#### Attachments

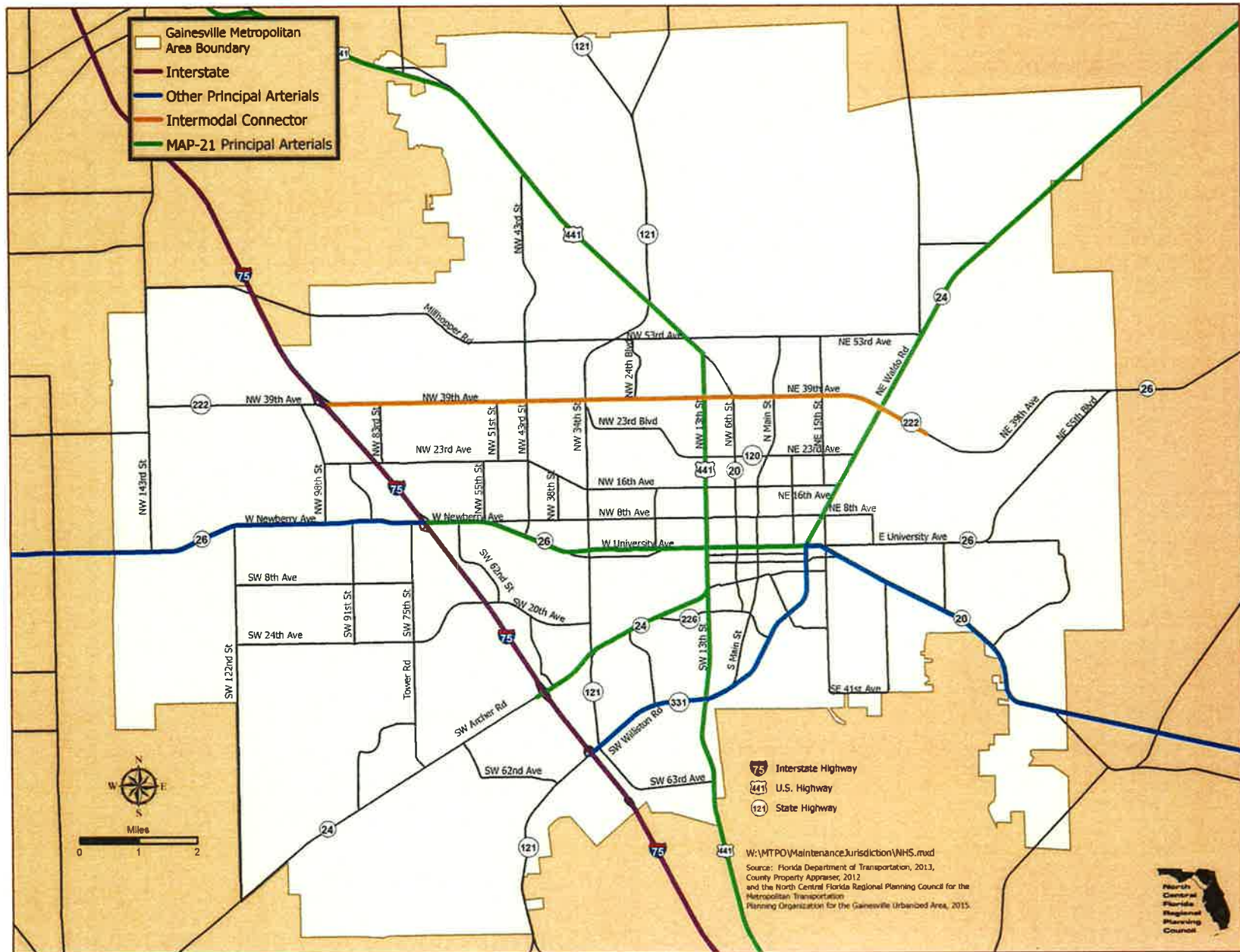
T:\Scott\SK19\MTPO\Memo\perf\_target\_bridge\_pavement\_system\_oct22\_mtpo.docx

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



# EXHIBIT 1

## National Highway System







## EXHIBIT 2

Rev. 7/12/17 Prepared by FHWA FL Division

\*Technical correction on due date forthcoming.

Summary of FHWA Performance Measures Implementation Requirements in Florida							
Agency	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target, Plan, etc)	Aug 31, 2017	Dec 4, 2017	Apr 30, 2018	May 27, 2018	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	N/A	N/A	May 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
L RTP and S/TIP Due Date for Performance Measures Requirements (2 Years After Effective Date)	Apr 18, 2018 <sup>1</sup>	N/A	N/A	May 27, 2018	May 20, 2019	May 20, 2019	May 20, 2019
L RTP							
L RTP	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
Any L RTP Amended By May 26, 2018	N/A						
Any L RTP Amended Between May 27, 2018 and May 19, 2019	X	X	X	X			
Any L RTP Amended Between May 20, 2019 and the MPO's next L RTP adoption date 2019/2020/2021/2022 (First L RTPs Due Oct 2019)	X	X	X	X	X	X	X
Any L RTP Adopted 2019/2020/2021/2022	X	X	X	X	X	X	X
S/TIP <sup>3</sup>							
S/TIP	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
S/TIP Effective October 1, 2017	N/A						
Any S/TIP Amended Between October 1, 2017 and May 26, 2018	N/A						
Any S/TIP Amended Between May 27, 2018 and September 30, 2018	X	X	X	X			
S/TIP Effective October 1, 2018	X	X	X	X			
Any S/TIP Amended Between Oct 1, 2018 and May 19, 2019	X	X	X	X			
Any S/TIP Amended Between May 20, 2019 and September 30, 2019	X	X	X	X	X	X	X
S/TIP Effective October 1, 2019 and Beyond	X	X	X	X	X	X	X
Legend: Related to Performance Measures (Final Rules: 3/15/16, 1/18/17, 5/19/17)							
Related to Plans the MPO Needs to Integrate per 23 CFR 306(d)(4), which may or may not have Performance Measures (Federal Register Notice:10/14/16, Final Rule: 10/24/16)							
Related to New Planning Requirements (Final Rule: 3/27/16)							

<sup>1</sup>The 2 year implementation date for the safety PM is Apr 2018. Since the planning rule is not effective until May 2018, that is when the Safety PM is required to be implemented.

<sup>2</sup>6/30/2019: FDOT Submits Asset Management Plan Meeting All Requirements; 11/23/2020: FDOT must prepare an evaluation to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events prior to including any project relating to such facility in the STIP. {23 CFR 667.7(b)}

<sup>3</sup>If targets are set and effective, the S/TIP is expected to meet the associated performance measurement requirements even if the L RTP has not yet been updated.

### Next L RTP Due Dates

October 2019: Palm Beach (16); Miami-Dade (23)	October 2020: Gainesville (5); Charlotte-Punta Gorda (5); Space Coast (8)	March 2021: Heartland (16)
November 2019: Hillsborough (12); North Florida (13)	November 2020: Florida-Alabama (3); Capital Region (16); Ocala-Marion (24)	June 2021: Bay (22)
December 2019: Hernando-Citrus (9); Pinellas (10); Broward (11); Pasco (11)	December 2020: St. Lucie (2); METROPLAN (9); Lake Sumter (9); Indian River (9); Polk (10); Collier (11); Martin (14); Sarasota-Manatee (14); Lee (18)	Feb 2022: Okaloosa-Walton (16)
September 2020: River to Sea (23)		





### EXHIBIT 3

Rev. 7/12/17

Prepared by FHWA FL Division

Summary of FHWA Performance Measures and Target Setting Dates				
Agency	Safety Measures	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target)	Aug 31, 2017	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
	# Fatalities	% of person-miles traveled on the Interstate that are Reliable	% of NHS Bridges Classified as Good Condition	% of pavements of the Interstate System in Good Condition
	Rate of Fatalities Per 100M VMT	% of person-miles traveled on the non-Interstate NHS that are Reliable	% of NHS Bridges Classified as Poor Condition	% of pavements of the Interstate System in Poor Condition
	# Serious Injuries	The sum of maximum Truck Travel Time Reliability (TTTR) for each reporting segment, divided by the total Interstate System miles		% of pavements of the non-Interstate NHS in Good Condition
	Rate of Serious Injuries per 100M VMT	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (N/A for FL)		% of pavements of the non-Interstate NHS in Poor Condition
	# of non-motorized Fatalities and non-motorized serious injuries	Percent of Non-Single Occupancy Vehicle (SOV) Travel (N/A for FL)		
		Cumulative 2-Year and 4-Year emissions Reduction (kg/day) for CMAQ funded projects of reduced emissions for Nox, VOCs, CO, PM10, PM2.5 (N/A for FL)		

\*Technical correction on due date forthcoming.



# PM2: Bridge and Pavement



## MAP-21 Performance Management

June 2018

### OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule and the targets Florida Department of Transportation (FDOT) selected to meet them.\*

### PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

### BRIDGE PERFORMANCE MEASURES

- » Percentage of NHS bridges by deck area classified as in **GOOD** condition.
- » Percentage of NHS bridges by deck area classified as in **POOR** condition.

#### GOOD CONDITION

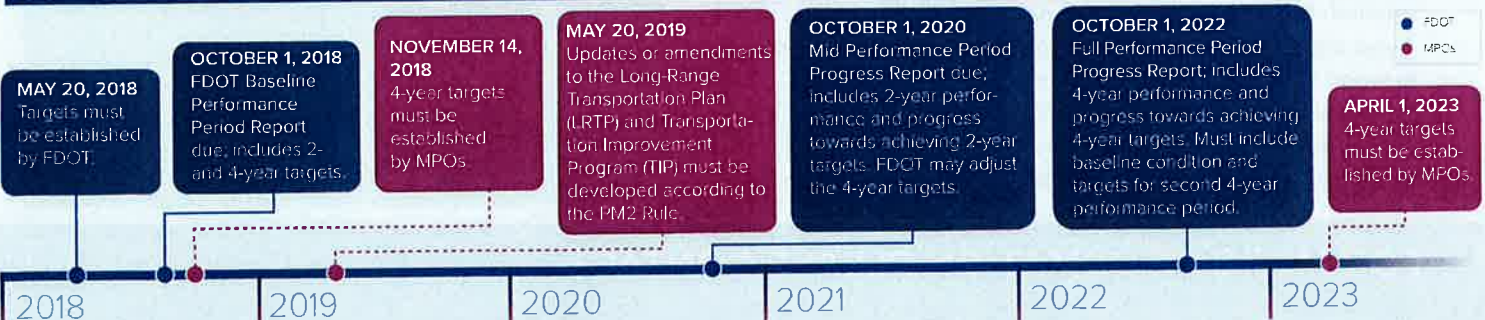
Suggests no major investment is needed.

#### POOR CONDITION

Suggests major investment is needed.

### TIMELINE

#### FIRST Performance Period

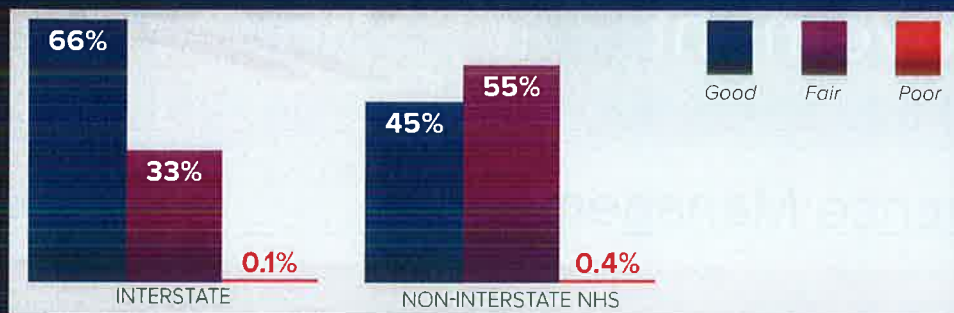


\* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

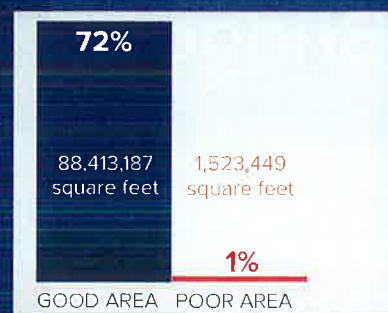


## EXISTING STATEWIDE CONDITIONS

### Pavement (Flexible and Rigid Combined)



### NHS Bridge Deck Area



Source: FDOT State Materials Office and Maintenance Office

## STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period. FDOT is also responsible for developing an Asset Management Plan, intended to manage NHS pavement and bridge assets.

Performance Measure	2-Year Target	4-Year Target
<b>Pavement</b>		
% of Interstate pavements in <b>GOOD</b> condition	Not Required	≥ 60%
% of Interstate pavements in <b>POOR</b> condition	Not Required	≤ 5%
% of non-Interstate NHS pavements in <b>GOOD</b> condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in <b>POOR</b> condition	≤ 5%	≤ 5%
<b>Bridge</b>		
% of NHS bridges by deck area classified as in <b>GOOD</b> condition	≥ 50%	≥ 50%
% of NHS bridges by deck area classified as in <b>POOR</b> condition	≤ 10%	≤ 10%

## MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own target, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their bridge and pavement targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

## ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress, it must document the actions it will take to achieve the target. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended L RTPs and TIPs.

## MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the state-wide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

### FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- » **Pavement:** No more than 5 percent of the Interstate System in **Poor** condition for most recent year. ✓
- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (**Poor** condition) for three consecutive years. ✓

## FOR MORE INFORMATION PLEASE CONTACT

**Mark Reichert, Administrator for Metropolitan Planning**

Mark.Reichert@dot.state.fl.us | (850) 414-4901

# PM3: System Performance



## MAP-21 Performance Management

June 2018

### OVERVIEW

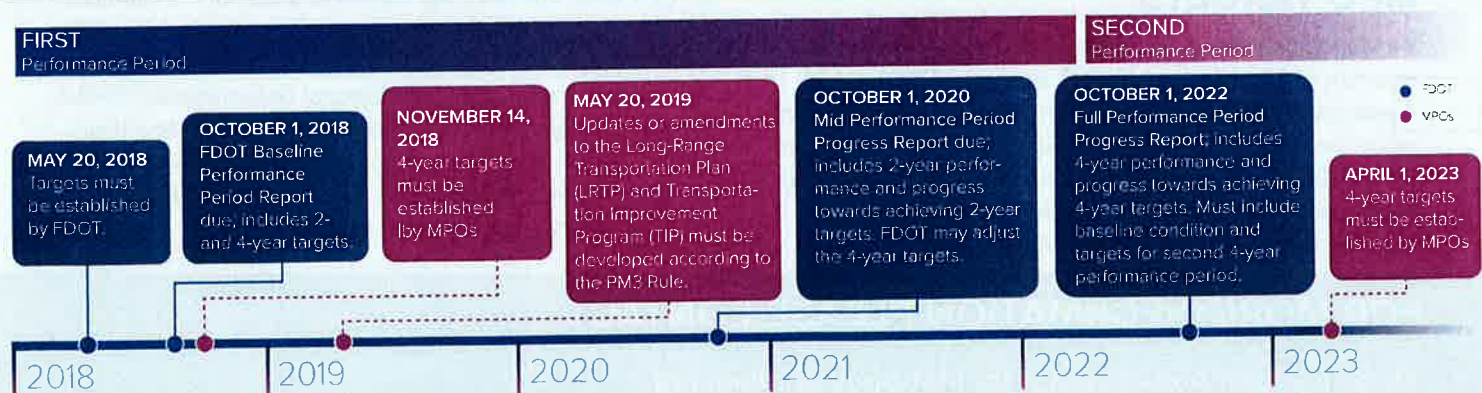
The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule and the targets that the Florida Department of Transportation (FDOT) selected to meet them.\*

### PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of Person-Miles Traveled on the Interstate that Are Reliable	Interstate Reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called level of travel time reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Percent of Person-Miles Traveled on the Non- Interstate NHS that Are Reliable	Non-Interstate Reliability	
Truck Travel Time Reliability (TTTR) Index	Freight Reliability	Seeks to assess how reliable the interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

*This rule also contains measures addressing the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to Florida or any of its Metropolitan Planning Organizations (MPOs).*

### TIMELINE



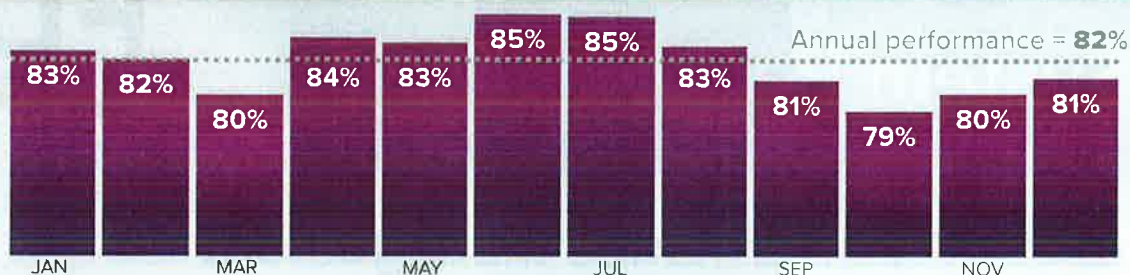
\* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.



## EXISTING STATEWIDE CONDITIONS

### INTERSTATE

Percent of the Person-Miles Traveled on the Interstate that Are Reliable in 2017



### NON-INTERSTATE

Percent of the Person-Miles Traveled on the Non-Interstate NHS that Are Reliable in 2017



### TRUCK

Truck Travel Time Reliability Index (Interstate) in 2017



Note: a higher TTTR index means lower reliability.

Source: NPMRDS and FHWA Occupancy Factor.

## STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
Interstate Reliability	75%	70%
Non-Interstate Reliability	Not Required	50%
Freight Reliability	1.75	2.00

## MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own targets, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their system performance targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

## ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress for the Interstate and Non-Interstate reliability measures, it must document the actions it will take to achieve the target. For the freight reliability measure, it must provide additional documentation. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended L RTPs and TIPs.

## FOR MORE INFORMATION PLEASE CONTACT

Mark Reichert, Administrator for Metropolitan Planning

Mark.Reichert@dot.state.fl.us | (850) 414-4901



## EXHIBIT 5

### Attachment 1

#### Federal Performance Measures

#### FDOT Initial Targets for Pavement, Bridge and System Performance

Targets for the following performance measures have to be established by May 20, 2018.  
The MPOs will then have 180 days to commit to support the FDOT targets OR set their own targets.

#### National Performance Management Measures to Assess Pavement Condition (23 CFR 490.307)

FDOT Performance Measure	FDOT Target	FHWA Performance Measure	2yr Target	4yr Target
% of lane miles on SHS with pavement condition rating of either Excellent or Good.	80%	% of Interstate pavements in Good condition	n/a	≥ 60%
		% of Interstate pavements in Poor condition	n/a	≤ 5%
		% of non-Interstate NHS pavements in Good condition	≥ 40%	≥ 40%
		% of non-Interstate NHS pavements in Poor condition	≤ 5%	≤ 5%

*Note: Per the federal rule, no more than 5 percent of the Interstate pavement can be in Poor condition.*

#### National Performance Management Measures to Assess Bridge Condition (23 CFR 490.407)

FDOT Performance Measure	FDOT Target	FHWA Performance Measure	2yr Target	4yr Target
% of bridges on SHS with condition rating of either Excellent or Good by number of bridges	90%	% of NHS bridges classified as in Good condition by deck area	≥ 50%	≥ 50%
		% of NHS bridges classified as in Poor condition by deck area	≤ 10%	≤ 10%

*Note: Per the federal rule, no more than 10 percent of the total deck area of NHS bridges can be classified as Structurally Deficient (Poor).*

#### National Performance Management Measures to Assess Performance of the NHS, Freight and CMAQ (23 CFR 490.507 and 490.607)

FHWA Performance Measure	2yr Target	4yr Target
% of person-miles traveled on the Interstate that are reliable	75%	70%
% of person-miles traveled on the non-Interstate NHS that are reliable	n/a	50%
Truck travel time reliability ratio (TTR) on the Interstate	1.75	2.0

*Note: The Congestion Mitigation and Air Quality (CMAQ) measures do not apply to Florida as we are in attainment.*



## Exhibit 6

### Proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Targets

#### Bridge Target

Bridge Performance Measure	Target
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	90 percent

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

#### Pavement Target

Pavement Performance Measure	Target
Percent of lane miles on the National Highway System with condition rating of either Excellent or Good	80 percent

#### System Performance Target

Performance Measure	Target
Percent of person-miles travelled on the Interstate system that are reliable	70 percent
Percent of person-miles travelled on the non-Interstate National Highway System that are reliable	50 percent
Truck (freight) travel time reliability on the Interstate system	2.0

Notes - Florida is an air quality-attainment state and federal Congestion Mitigation and Air Quality measures do not apply.

These performance measures and targets shall be in accordance with Florida Department of Transportation policies and procedures.






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October 15, 2018

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director   
SUBJECT: Roadway Maintenance Jurisdiction within the Gainesville Metropolitan Area

STAFF RECOMMENDATION

**Receive presentation.**

**BACKGROUND**

Chair Ken Cornell requested information concerning roadway maintenance jurisdiction within the Gainesville Metropolitan Area. Exhibit 1 shows maintenance jurisdictions within the Gainesville Metropolitan Area of:

- Interstate 75 and U.S. Highway 441 in purple text [state-maintained];
- State Highway System facilities in orange text [state-maintained];
- Alachua County federal aid-eligible facilities in blue text [Alachua County-maintained]; and
- City of Gainesville federal aid-eligible facilities in green text [City of Gainesville-maintained].

Exhibit 2 is a map of Interstate 75 and U.S. Highway 441. Exhibit 3 is a map of State Highway System facilities. Exhibit 4 is a map of Alachua County federal aid-eligible facilities. Exhibit 5 is a map of City of Gainesville federal aid-eligible facilities. Exhibit 6 is a composite map of federal aid-eligible facilities.

Please note Interstate 75 is also designated as State Road 93. U.S. Highway 441 is also designated as State Road 25. In addition, U.S. Highway 441 from NW 6th Street in Gainesville to NE 1st Avenue in High Springs is also designated as State Road 20.

Attachments

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# EXHIBIT 1

Emerg. Mgmt. Fund	US Route Number	State or County Road No.	Local Name	Mile Post +/- .005	From Local Description	Mile Post +/- .005	To Local Description	Net Length	Fed. Fun Class	Federal System	In City	LOS RPT #
FHWA-ER			SW 122 ST	0.000	SR-24/SW ARCHER RD	6.338	SR-26/NEWBERRY RD	6.338	UMJC	STP		A-35
FHWA-ER			SW 24TH AVE	0.000	SW 122 ST	3.030	SW 75TH ST/CR-237	3.030	UMJC	STP		A-33
FHWA-ER			SW 91 ST	0.000	SW 24 AVE	1.025	SW 8 AVE	1.025	UMJC	STP		A-24
FHWA-ER		CR 2075	SW 8TH AVE	0.000	CR-237/SW 75TH ST	1.006	SW 8 AVE	1.006	UMJC	STP		
FHWA-ER		CR 2075	SW 91 ST	1.006	SW 8 AVE	2.047	SR-26/NEWBERRY RD	1.041	UMJC	STP		A-24
FHWA-ER		CR 237	SW 75TH ST	0.000	SW 24TH AVE	1.577	W UNIVERSITY AVE	1.577	UMA	STP		A-13
FHWA-ER		CR 237	NW 75TH ST	1.577	W UNIVERSITY AVE	2.015	SR-26/NEWBERRY RD	0.438	UMA	STP		A-14
FHWA-ER		CR 2071	NW 55TH ST	0.000	SR-26/NEWBERRY RD	1.013	NW 23RD AVE	1.013	UMJC	STP	0695-Gainesville	G-1
FHWA-ER		CR 2065	SW 23 TER	0.000	SR-331/WILLISTON RD	1.442	SR-24/ARCHER RD	1.442	UMJC	STP	0695-Gainesville	G-37
FHWA-ER		CR 2072	SE 7TH AVE	0.000	SR-331/SE 11TH ST	0.340	SE 15TH ST	0.340	UMJC	STP	0695-Gainesville	G-21
FHWA-ER		CR 1483	NE 9TH ST	0.000	SR-26/E UNIVERSITY	1.505		1.505	UMJC	STP	0695-Gainesville	G-10
FEMA		CR 1483	NE 9TH ST	1.505		2.039	NE 31ST AVE	0.534	UL	FA-NONE	0695-Gainesville	G-10
FHWA-ER		CR 1476	NE 8TH AVE	0.000	N MAIN ST	1.971	NE 25TH ST/NE 8TH AV	1.971	UMJC	STP	0695-Gainesville	G-6/G19
FHWA-ER		CR 1476	E 25TH ST	1.971	NE 25TH ST/NE 8TH AV	2.469	UNIVERSITY AVE	0.498	UMJC	STP	0695-Gainesville	G-16
FHWA-ER		CR 172	NW 16TH AVE	0.000	US-441/SR-25	0.884	N MAIN ST	0.884	UMA	STP	0695-Gainesville	A-12
FHWA-ER		CR 172	NE 16TH AVE	0.884	N MAIN ST	2.252	SR-24/WALDO RD	1.368	UMA	STP	0695-Gainesville	A-12
FHWA-ER		CR 1481	NE 15TH ST	0.000	NE 16TH AVE/CR-172	2.509	NE 53RD AVE	2.509	UMJC	STP	0695-Gainesville	G-15
FHWA-ER			SW 6TH ST	0.000	SW 16TH ST	1.103	W UNIVERSITY AVE	1.103	UMJC	STP	0695-Gainesville	G8/G-9
FHWA-ER			NW 6TH ST	1.103	W UNIVERSITY AVE	1.613	NW 8TH AVE	0.510	UMJC	STP	0695-Gainesville	G-9
FHWA-ER		CR 206B	SW 2ND AVE	0.000	US-441/SW 13TH ST	0.864	S MAIN ST	0.864	UMJC	STP	0695-Gainesville	G-7
FHWA-ER		CR 206B	SE 2ND AVE	0.864	S MAIN ST	1.705	SR-311/WILLISTON RD	0.841	UMJC	STP	0695-Gainesville	G-7/G-22
FHWA-ER		CR 2070	SW 4TH AVE	0.000	13TH ST/MLK JR HWY	0.866	S MAIN ST	0.866	UMJC	STP	0695-Gainesville	G-20
FHWA-ER		CR 2070	SE 4TH AVE	0.866	S MAIN ST	1.679	WILLISTON RD	0.813	UMJC	STP	0695-Gainesville	G-20
FHWA-ER		CR 2045	SE 4TH ST	0.000	SR-331/WILLISTON RD	0.699	ROUNDAABOUT/SE DEPOT	0.699	UMJC	STP	0695-Gainesville	G-17
FHWA-ER		CR 2070	SE 15TH ST	0.000	CR-2045/SE 22ND AVE	1.300		1.300	UMJC	STP	0695-Gainesville	A-29
FHWA-ER		CR 2043	SE 15TH ST	1.300		1.433	UNIVERSITY AVE	0.133	UMJC	STP	0695-Gainesville	A-29
FHWA-ER		CR 2043	NE 15TH ST	1.433	UNIVERSITY AVE	1.938	CR-1476/NE 8TH AVE	0.505	UMJC	STP	0695-Gainesville	G-14
FHWA-ER			SE 4TH AVE	0.000	SR-331/SE 11TH ST	0.187	SE 13TH ST	0.187	UMJC	STP	0695-Gainesville	G-20
FHWA-ER			SE 3RD AVE	0.187	SE 13TH ST	0.357	SE 15TH ST	0.170	UMJC	STP	0695-Gainesville	G-20
FHWA-ER		CR 2067	NW 38TH ST	0.000	NW 8TH AVE	0.740	NW 16TH BLVD	0.740	UMJC	STP	0695-Gainesville	G-11
FHWA-ER		CR 2061	NW 22ND ST	0.000	SR-26/W UNIV AVE	1.017	NW 16TH AVE	1.017	UMJC	STP	0695-Gainesville	G-5
FHWA-ER		CR 2063	NW 24TH BLVD	0.000	CR-222/NW 39TH AVE	1.080	NW 53RD AVE	1.080	UMJC	STP	0695-Gainesville	G-12
FEMA			NE 19TH ST	0.000	NE 3RD AVE	0.285		0.285	UL	FA-NONE	0695-Gainesville	
FEMA			NE 7TH AVE	0.285		0.317		0.032	UL	FA-NONE	0695-Gainesville	
FEMA			NE 19TH TER	0.317		0.405	NE 8TH AVE	0.088	UL	FA-NONE	0695-Gainesville	
FEMA			NE 20TH ST	0.000	SR-20/E UNIVERSITY	0.125	NE 3RD AVE	0.125	UL	FA-NONE	0695-Gainesville	
FEMA			NE 3RD AVE	0.125	NE 3RD AVE	0.155	NE 3RD AVE	0.030	UL	FA-NONE	0695-Gainesville	
FEMA			NE 19TH DR	0.155	NE 3RD AVE	0.257	NE 19TH DR	0.102	UL	FA-NONE	0695-Gainesville	
FEMA			NE 4TH PL	0.257	NE 19TH DR	0.283		0.026	UL	FA-NONE	0695-Gainesville	
FEMA			NE 20TH ST	0.283		0.555	NE 8TH AVE	0.272	UL	FA-NONE	0695-Gainesville	
FHWA-ER		CR 237	SW 75 ST	0.000	SR-24/SW ARCHER RD	2.195	SW 24TH AVE	2.195	UMA	STP		A-13
FEMA		CR 1472	NE 31ST AVE	0.000	NE 15TH ST/CR-1481	0.850	SR-24/WALDO RD	0.850	UL	FA-NONE	0695-Gainesville	G-23



FHWA-ER			SW 62ND BLVD	0.000	SW 20TH AVE	1.692	SR-26/NEWBERRY RD	1.692	UMJC	STP		G-42
FHWA-ER			SW 8 AVE	0.000	SW 122 ST	2.007	SW 91ST ST	2.007	UMJC	STP		A-36
FHWA-ER			SW 24TH AVE	0.000	SW 43RD ST	0.996	SE 34TH ST	0.996	UMJC	STP	0695-Gainesville	
FHWA-ER		CR 1470	NW 53 RD AVE	0.000	CR-232/NW 43RD ST	6.197		6.197	UMA	STP	0695-Gainesville	A-1
FHWA-ER		CR 1470	NW 53 RD AVE	6.197		6.709	SR-24/NE WALDO RD	0.512	UMA	STP		A-2
FHWA-ER			SW 91ST ST	0.000	SW 46 BLVD	2.026	SW 24 AVE	2.026	UMJC	STP		A-39
FHWA-ER			SW 35 PL	0.000	SR-121/SW 34TH ST	1.059	SW 23RD TER	1.059	UMJC	STP	0695-Gainesville	
FHWA-ER		CR 338	NW 8TH AVE	0.000	SR-26	0.967	NW 40TH TERR	0.967	UMJC	STP	0695-Gainesville	G-2
FHWA-ER		CR 338	NW 8TH AVE	0.000	NW 40TH TERR	1.824	NW 22ND ST	1.824	UMJC	STP	0695-Gainesville	G-2
FHWA-ER		CR 338	NW 8TH AVE	0.000	NW 22ND ST	1.368	SR-20/NW 6TH ST	1.368	UMJC	STP	0695-Gainesville	G-3
FHWA-ER		SR 120	NW 23RD AVE	0.000	US-441/SR-25/NW 13TH	0.930	NE 1ST BLVD	0.930	UMJC	STP	0695-Gainesville	
FHWA-ER		SR 120	NE 23RD AVE	0.930	NE 1ST BLVD	2.544	SR-24/WALDO RD	1.614	UMJC	STP	0695-Gainesville	
FHWA-ER		SR 24A	SR-226/SW 16TH AVE	0.000	SR-24	0.417		0.417	UMA	STP		
FHWA-ER		SR 24A	SR-226/SW 16TH AVE	0.417		2.201	SR-331/SE WILLISTON	1.784	UMA	STP	0695-Gainesville	
FHWA-ER		SR 222	NW 39TH AVE	0.000	WEST OF I-75/SR-93	3.147		3.147	UPAO	NHS		
FHWA-ER		SR 222	NW 39TH AVE	3.147		7.660	NE 2ND ST	4.513	UPAO	NHS	0695-Gainesville	
FHWA-ER		SR 222	NE 39TH AVE	7.660	NE 2ND ST	9.716	SR-24/WALDO RD	2.056	UPAO	NHS	0695-Gainesville	
FHWA-ER		SR 222	NE 39TH AVE	9.716	SR-24/WALDO RD	10.587		0.871	UMA	NHS	0695-Gainesville	
FHWA-ER		SR 222	NE 39TH AVE	10.587		11.113		0.526	UMA	STP	0695-Gainesville	
FHWA-ER		SR 222	NE 39TH AVE	11.113		11.775	NE 57TH BLVD	0.662	UMA	STP		
FHWA-ER		SR 222	NE 39TH BLVD	11.775	NE 57TH BLVD	12.556		0.781	UMA	STP		
FHWA-ER		SR 222	NE 39TH BLVD	12.556		13.297		0.741	UMA	STP	0695-Gainesville	
FHWA-ER		SR 222	NE 39TH BLVD	13.297		14.174	NE SR-26/NE 55 BLVD	0.877	UMA	STP		
FHWA-ER		SR 26	NE 39TH BLVD	14.174	NE SR-26/NE 55 BLVD	14.182		0.008	UMA	STP		
FHWA-ER		SR 26	NE 39TH BLVD	14.182		14.290	SR-26	0.108	RMA	STP		
FHWA-ER	US 441	SR 25	US-441	3.466		9.950		6.484	RPAO	NHS		
FHWA-ER	US 441	SR 25	US-441	9.950		11.628	SR-331	1.678	UPAO	NHS		
FHWA-ER	US 441	SR 25	SW 13TH/MLK JR HWY	11.628	SR-331	11.821		0.193	UPAO	NHS		
FHWA-ER	US 441	SR 25	SW 13TH/MLK JR HWY	11.821		13.504	LT=SR-24 RT=SW 9TH RD	1.683	UPAO	NHS	0695-Gainesville	
FHWA-ER	US 441	SR 24	SW 13TH/MLK JR HWY	13.504	LT=SR-24 RT=SW 9TH RD	14.203	SR-24/SR-26	0.699	UPAO	NHS	0695-Gainesville	
FHWA-ER	US 441	SR 25	SW 13TH/MLK JR HWY	14.203	SR-24/SR-26	17.471	SR-20	3.268	UPAO	NHS	0695-Gainesville	
FHWA-ER		CR 329	S MAIN ST	0.000	SR-331/ WALDO RD	2.404	SR-24/SR-26/UNIVERSITY	2.404	UMJC	STP	0695-Gainesville	G-40
FHWA-ER		SR 20	N MAIN ST	2.404	SR-24/SR-26/UNIVERSI	2.890	N 8TH AVE	0.486	UMJC	STP	0695-Gainesville	
FHWA-ER		SR 20	N 8TH AVE	2.890	N 8TH AVE	3.250	NW 8TH AVE	0.360	UMJC	STP	0695-Gainesville	
FHWA-ER		SR 20	N 8TH AVE	3.250	NW 8TH AVE	3.253	NW 8TH AVE	0.003	UMA	STP	0695-Gainesville	
FHWA-ER		SR 20	NW 6TH ST ALABAMA ST	3.253	NW 8TH AVE	6.154		2.901	UMA	STP	0695-Gainesville	
FHWA-ER		SR 20	NW 6TH ST ALABAMA ST	6.154		6.172	SR-25/NW 13TH ST	0.018	UPAO	NHS	0695-Gainesville	
FHWA-ER	US 441	SR 20	NW 13TH ST MLK BLVD	6.172	SR-25/NW 13TH ST	9.446	NW 84TH PL	3.274	UPAO	NHS	0695-Gainesville	
FHWA-ER	US 441	SR 20	US-441 N MLK BLVD	9.446	NW 84TH PL	11.878		2.432	UPAO	NHS	0695-Gainesville	
FHWA-ER		SR 331	SE WILLISTON RD	0.000	US-441/SR-25	0.131		0.131	UPAO	NHS		
FHWA-ER		SR 331	SE WILLISTON RD	0.131		0.290		0.159	UPAO	NHS	0695-Gainesville	
FHWA-ER		SR 331	SE WILLISTON RD	0.290		0.967		0.677	UPAO	NHS		
FHWA-ER		SR 331	SE WILLISTON RD	0.967		1.583	LT=SR-226/SR-24A RT=SE 16TH AVE	0.616	UPAO	NHS	0695-Gainesville	
FHWA-ER		SR 24A	SE WILLISTON RD	1.583	LT=SR-226/SR-24A RT=SE 16TH AVE	2.635	SE 11TH AVE	1.052	UPAO	NHS	0695-Gainesville	
FHWA-ER		SR 24A	SE 11 ST	2.635	SE 11TH AVE	3.379	SR-26/E UNIV AVE	0.744	UPAO	NHS	0695-Gainesville	

FHWA-ER	SR 24	NE WALDO RD	3.379 SR-26/E UNIV AVE	6.739	3.360	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 24	NE WALDO RD	6.739	8.635	1.896	UPAO	NHS		
FHWA-ER	SR 26	W NEWBERRY RD	7.722	9.241 LT=NW 154 ST RT=SW 154 ST	1.519	RPAO	NHS		
FHWA-ER	SR 26	W NEWBERRY RD	9.241 LT=NW 154 ST RT=SW 154 ST	14.981	5.740	UPAO	NHS		
FHWA-ER	SR 26	W NEWBERRY RD	14.981	15.206 NW 62ND ST	0.225	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 26	W NEWBERRY RD	15.206 NW 62ND ST	15.647 NW 55 ST	0.441	UPAO	NHS		
FHWA-ER	SR 26	W NEWBERRY RD	15.647 NW 55 ST	15.747 LT=CR-338/N 8TH AVE RT=NW 53RD TER	0.100	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 26	NEWBERRY RD	15.747 LT=CR-338/N 8TH AVE RT=NW 53RD TER	17.070 SR-26A / 26070068	1.323	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 26	W UNIVERSITY AVE	17.070 SR-26A / 26070068	19.500 LT=US-441/SR-25/NW13TH RT=US-441/SR-25/SV	2.430	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 24	W UNIVERSITY AVE	19.500 LT=US-441/SR-25/NW13TH RT=US-441/SR-25/SV	20.362 MAIN ST	0.862	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 20	W UNIVERSITY AVE	20.362 MAIN ST	21.167 LT=SR-24/Waldo RD RT=SR-331/Williston RD	0.805	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 26A	SW 2ND AVE	0.000 SR-26	1.691	1.691	UMJC	STP	0695-Gainesville	
FHWA-ER	SR 26A	SW 2ND AVE	0.000 AT MEDIAN	0.043 SR-26/UNIVERSITY AVE	0.043	UMJC	STP	0695-Gainesville	
FHWA-ER	SR 20	E UNIVERSITY AVE	0.000 LT=SR-24/Waldo RD RT=SR-331/Waldo RD	0.253	0.253	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 20	SE HAWTHORNE RD	0.253	1.566	1.313	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 20	SE HAWTHORNE RD	1.566	3.282	1.716	UPAO	NHS		
FHWA-ER	SR 20	SE HAWTHORNE RD	3.282	13.515	10.233	RPAO	NHS		
FHWA-ER	SR 24	SW ARCHER RD	3.350	6.315 SW 122 ST	2.965	RMA	STP		
FHWA-ER	SR 24	SW ARCHER RD	6.315 SW 122 ST	12.445	6.130	UMA	STP		
FHWA-ER	SR 24	SW ARCHER RD	12.445	14.059	1.614	UPAO	NHS		
FHWA-ER	SR 24	SW ARCHER RD	14.059	14.125	0.066	UPAO	NHS	0695-Gainesville	
FHWA-ER	SR 24	SW ARCHER RD	14.125	14.867	0.742	UPAO	NHS		
FHWA-ER	SR 24	SW ARCHER RD	14.867	15.916 US-441/SR-25	1.049	UPAO	NHS	0695-Gainesville	
FHWA-ER		SW 9TH RD	0.000 US 441/SR-24/SW 13TH	0.235	0.235	UMJC	STP	0695-Gainesville	G-21
FHWA-ER		SW 11TH ST	0.235	0.254 SW 11TH ST	0.019	UMJC	STP	0695-Gainesville	G-21
FHWA-ER		SW DEPOT AVE	0.254 SW 11TH ST	1.135	0.881	UMJC	STP	0695-Gainesville	G-21
FHWA-ER		SE DEPOT AVE	1.135	1.360 SE 7TH ST	0.225	UMJC	STP	0695-Gainesville	G-21
FHWA-ER		SE 7TH AVE	1.360 SE 7TH ST	1.799 SR-331/SE 11TH ST	0.439	UMJC	STP	0695-Gainesville	G-21
FHWA-ER	SR 121	NW 22ND ST	0.000 US-441/SR-25	1.028	1.028	UMA	STP	0695-Gainesville	
FHWA-ER	SR 121	NW 22ND ST	1.028	1.403	0.375	RMA	STP	0695-Gainesville	
FHWA-ER	SR 121	NW 22ND ST	1.403	1.416	0.013	RMA	STP		
FHWA-ER	SR 121	SR-121	1.416	9.532	8.116	RMA	STP		
FHWA-ER	SR 26	E UNIV AVE	0.000 E 14TH ST	1.432	1.432	UMA	STP	0695-Gainesville	
FHWA-ER	SR 26	E UNIV AVE	1.432	2.762 CR-329B	1.330	UMA	STP		
FHWA-ER	SR 26	NE SR-26	2.762 CR-329B	5.008	2.246	UMA	STP		
FHWA-ER	SR 26	NE SR-26	5.008	6.045	1.037	UMA	STP	0695-Gainesville	
FHWA-ER	SR 26	NE SR-26	6.224	11.045	4.821	RMA	STP		
FHWA-ER	SR 26	NE SR-26	12.397	17.271 CENTRE ST	4.874	RMA	STP		
FHWA-ER	SR 26	NE SR-26	0.000 GORE AT SR-26 REALIG	1.347 GORE AT SR-26 REALIG	1.347	RMA	STP		
FHWA-ER	SR 26	NE 55 BLVD	0.000 BEG OF REALIGNMENT	0.079 SR-222/NE 39 BLVD	0.079	UMA	STP	0695-Gainesville	
FHWA-ER	SR 26	NE 55 BLVD	0.079 SR-222/NE 39 BLVD	0.084 SR-222/NE 39 BLVD	0.005	UMA	STP		
FHWA-ER	SR 121	SW WILLISTON RD	7.350	8.846	1.496	UMA	STP		
FHWA-ER	SR 121	SW WILLISTON RD	8.846	9.046 LT=SR-121/SW 34TH ST RT=SW 34TH ST	0.200	UPAO	NHS		
FHWA-ER	SR 331	SW WILLISTON RD	9.046 LT=SR-121/SW 34TH ST RT=SW 34TH ST	10.204	1.158	UPAO	NHS		
FHWA-ER	SR 331	SW WILLISTON RD	10.204	10.360	0.156	UPAO	NHS	0695-Gainesville	

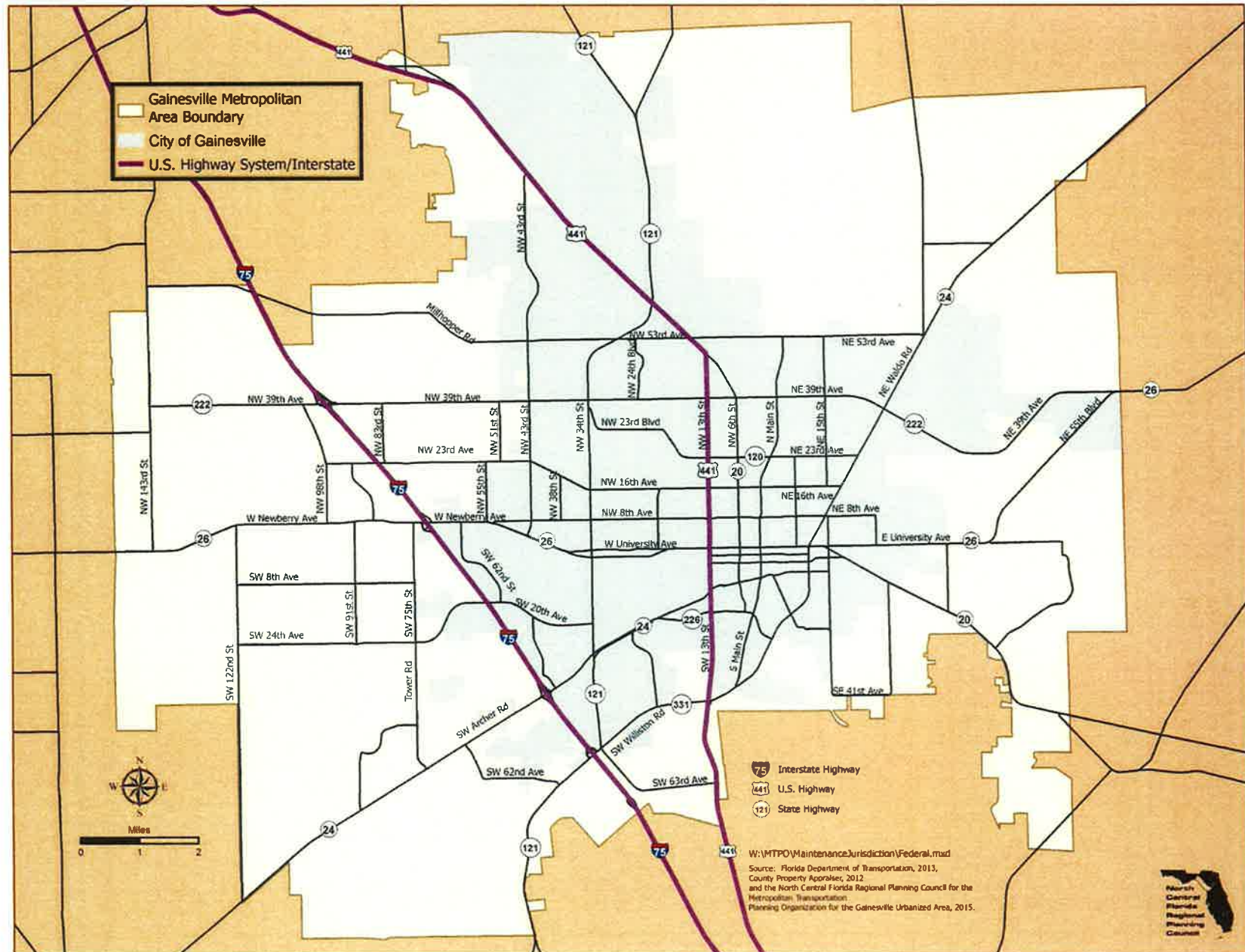
FHWA-ER	SR 331	SW WILLISTON RD	10.360		11.101 US-441/SR-25	0.741	UPAO	NHS	
FHWA-ER	SR 121	SW 34TH ST	0.000	LT=SR-121/WILLISTON RD RT=SR-331/WILLISTON	1.608 SR-24/ARCHER RD	1.608	UMA	STP	
FHWA-ER	SR 121	SW 34TH ST	1.608	SR-24/ARCHER RD	3.344	1.736	UMA	STP	0695-Gainesville
FHWA-ER	SR 121	NW 34TH ST	3.344		6.462 NW 34TH ST	3.118	UMA	STP	0695-Gainesville
FHWA-ER	SR 121	NW 34TH BLVD	6.462	NW 34TH ST	8.043 US-441/SR-20/SR-25	1.581	UMA	STP	0695-Gainesville
FHWA-ER	I 75	SR 93	I-75	8.496	12.149	3.653	UPAI	NHS	
FHWA-ER	I 75	SR 93	I-75	12.149	14.541	2.392	UPAI	NHS	0695-Gainesville
FHWA-ER	I 75	SR 93	I-75	14.541	18.009	3.468	UPAI	NHS	
FHWA-ER	I 75	SR 93	I-75	18.009	22.705	4.696	RPAI	NHS	
FHWA-ER	CR 225A	NE 77 AVE	0.000	N CR-225	1.157 NE 56 TER	1.157	RMJC	STP	A-43
FHWA-ER	CR 225A	NE 56 TER	1.157	NE 56 TER	1.194 SR-24/NE WALDO RD	0.037	RMJC	STP	A-43
FHWA-ER	CR 2074	SW 24TH AVE	0.000	SW 75TH STREET	1.229 SW 61 ST	1.229	UMA	STP	0695-Gainesville A-15
FHWA-ER	CR 2074	SW 20TH AVE	1.229	SW 61 ST	3.421 SR-121/SW 34TH ST	2.192	UMA	STP	0695-Gainesville A-15/A-16
FHWA-ER	CR 2062	NW 23RD AVE	0.000	NW 83RD ST	2.470 NW 43RD ST/CR-2053	2.470	UMA	STP	A-9/A-10
FHWA-ER		NW 23RD AVE	0.000	NW 98TH ST	1.000 NW 83RD ST	1.000	UMJC	STP	A-9
FHWA-ER	CR 232	NE 53 AVE	0.000	SR-24	0.026 CR-232/NE 53 AVE	0.026	UMJC	STP	A-2
FHWA-ER	CR 225	N CR-225	0.026	CR-232/NE 53 AVE	0.241	0.215	UMJC	STP	A-31
FHWA-ER	CR 225	N CR-225	0.241		10.032 NE 54 ST	9.791	RMJC	STP	
FHWA-ER	CR 222	NW 39 AVE	0.000	CR-241/NW 143 ST	2.784 STATE MAINTENCE SIGN	2.784	UMJC	STP	A-37
FHWA-ER	CR 25A	NW 126 AVE	0.000	NW US-441	0.624 NW 59 DR	0.624	UMJC	STP	
FHWA-ER	CR 25A	NW 120 LN	0.624	NW 59 DR	1.528 NW US-441	0.904	UMJC	STP	
FHWA-ER	CR 2069	NW 51ST ST	0.000	NW 23RD AVE	1.004 SR-222/NW 39TH AVE	1.004	UMJC	STP	A-21
FHWA-ER		SW 46TH BLVD	0.000	SW 91 ST	1.221 SW 75 ST	1.221	UMJC	STP	A-40
FHWA-ER		SW 63RD BLVD	0.000	SR-24/SW ARCHER RD	0.661 SW 63 BLVD	0.661	UMJC	STP	A-41
FHWA-ER		SW 62ND AVE	0.661	SW 63 BLVD	1.967 SR-121/WILLISTON RD	1.306	UMJC	STP	A-41
FHWA-ER		SW 91ST ST	0.000	SR-24/ARCHER RD	0.995 SW 46 BLVD	0.995	UMJC	STP	A-39
FEMA		NW 32 AVE	0.000	NW 186 ST	2.405	2.405	RMIC	FA-NONE	A-46
FHWA-ER		NW 32 AVE	2.405		2.662 CR-241/NW 143 ST	0.257	UMIC	STP	A-46
FHWA-ER		SE 3RD AVE	0.000	SE 15TH ST	0.246 SE 18TH ST	0.246	UMJC	STP	0695-Gainesville
FHWA-ER		FT CLARKE BLVD	0.000	SR-26/NEWBERRY RD	1.088 NW 23RD AVE	1.088	UMJC	STP	A-45
FHWA-ER		SW 40 BLVD	0.000	SR-24/ARCHER RD	0.317 LT=SW 42 ST RT=SW 40 BLVD	0.317	UMJC	STP	0695-Gainesville A-30
FHWA-ER		SW 42 ST	0.317	LT=SW 42 ST RT=SW 40 BLVD	0.924	0.607	UMJC	STP	0695-Gainesville A-30
FHWA-ER		SW 43 ST	0.924		1.331 SW 20 AVE	0.407	UMJC	STP	0695-Gainesville A-30
FHWA-ER	CR 2045	SE 4TH ST	0.000	SR-331/WILLISTON RD	0.336 SE 5TH ST	0.336	UMJC	STP	0695-Gainesville G-17
FHWA-ER	CR 2045	SE 21ST AVE	0.336	SE 5TH ST	0.418 SE 10TH TERR	0.082	UMJC	STP	0695-Gainesville G-18
FHWA-ER	CR 2045	SE 22ND AVE	0.418	SE 10TH TERR	0.829 SE 15TH ST	0.411	UMJC	STP	0695-Gainesville G-18
FHWA-ER	CR 2045	SE 15 ST	0.829	SE 15TH ST	1.897 SE 41 AVE	1.068	UMJC	STP	0695-Gainesville A-29
FHWA-ER	CR 2045	SE 41 AVE	1.897	SE 41 AVE	1.990	0.093	UMJC	STP	0695-Gainesville A-29
FHWA-ER	CR 2045	SE 41 AVE	1.990		2.940 SE 39 PL	0.950	UMJC	STP	A-29
FHWA-ER	CR 2045	SE 27TH ST	2.940	SE 39 PL	4.753 SR-20	1.813	UMJC	STP	A-29
FHWA-ER	CR 232	CR-232/Millhopper RD	10.409	NW 143 ST	13.286	2.877	RMJC	STP	A-34
FHWA-ER	CR 232	CR-232/Millhopper RD	13.286		17.104 NW 43RD ST	3.818	UMJC	STP	A-1
FHWA-ER	CR 232	NW 43RD ST	17.104	NW 43RD ST	18.122 NW 39TH AVE	1.018	UMA	STP	A-3
FHWA-ER	CR 329	N MAIN ST	0.000	LT=NW 8TH AVE RT=NE 8TH AVE	2.082 SR-222/NW 39TH AVE	2.082	UMA	STP	0695-Gainesville A-17/A-18/A-50
FHWA-ER	CR 329	N MAIN ST	2.082	SR-222/NW 39TH AVE	3.111 CR-232/NE 53RD AVE	1.029	UMJC	STP	

FHWA-ER	CR 172	NW 16TH BLVD	0.000 NW 43RD ST	3.119 NW 13TH ST/MLKJ BLVD	3.119	UMA	STP	0695-Gainesville	A-11
FHWA-ER	CR 241	NW 143 ST	0.000 SR-26	2.658	2.658	UMJC	STP		A-32
FHWA-ER	CR 241	NW 143 ST	2.658	6.635	3.977	RMJC	STP		A-32
FEMA	CR 329B	SE 55 BLVD/Lake Shore	0.000 SR-20	2.348 SE 74 ST	2.348	RMIC	FA-NONE		A-42
FEMA	CR 329B	SE 74 ST	2.348 SE 74 ST	2.562	0.214	RMIC	FA-NONE		A-42
FEMA	CR 329B	E UNIVERSITY AVE	2.562	3.511	0.949	RMIC	FA-NONE		A-42
FHWA-ER	CR 329B	E UNIVERSITY AVE	3.511	3.805 NE SR-26	0.294	UMIC	STP		A-42
FHWA-ER		NW 43RD ST	0.000 SR-26/UNIVERSITY AVE	2.273 SR-222/NW 39TH AVE	2.273	UMA	STP	0695-Gainesville	A-1
FHWA-ER		NW 43RD ST	0.000 NW 53 AVE	2.894 US-441	2.894	UMA	STP		A-6
FHWA-ER	CR 120	NW 31ST AVE	0.000 SR-222/NW34TH ST	1.503 NW 21ST ST	1.503	UMJC	STP	0695-Gainesville	G-36
FHWA-ER	CR 120	NW 23RD BLVD	1.503 NW 21ST ST	2.496 US441/SR25/NW13TH ST	0.993	UMJC	STP	0695-Gainesville	G-38
FHWA-ER	CR 225	SE 43RD ST/CR-225	0.000 SR-20/SE HAWTHORNE	1.140 SR-26 E UNIV AVE	1.140	UMJC	STP		A-38
FHWA-ER	CR 23	SW 63 AVE	0.000 S US-441/SR-25	2.260 WILLISTON RD	2.260	UMJC	STP		A-41
FHWA-ER	CR 23	OLD ARCHER RD	3.770 SW 34 ST	4.975 SR-24/SW ARCHER RD	1.205	UMJC	STP	0695-Gainesville	
FHWA-ER		NW 83 ST	0.000 NW 23RD AVE	1.009 SR-222/NW 39TH AVE	1.009	UMJC	STP		A-23
FEMA		28 TERRACE	0.000 WILLISTON RD	0.115 SW 40TH PL	0.115	UL	FA-NONE	0005-Alachua	SR25
FEMA		SW 27TH PL	0.115 SW 40TH PL	0.265 SW 27TH ST	0.150	UL	FA-NONE	0005-Alachua	TAP
FEMA		SE 27TH ST	0.265 SW 27TH ST	0.696 SW 35TH PL	0.431	UL	FA-NONE	0005-Alachua	TAP
FEMA		NW 19TH LN	0.000 NW 16TH TER	0.247 NW 13TH ST	0.247	UL	FA-NONE	0005-Alachua	SRTS



## EXHIBIT 2

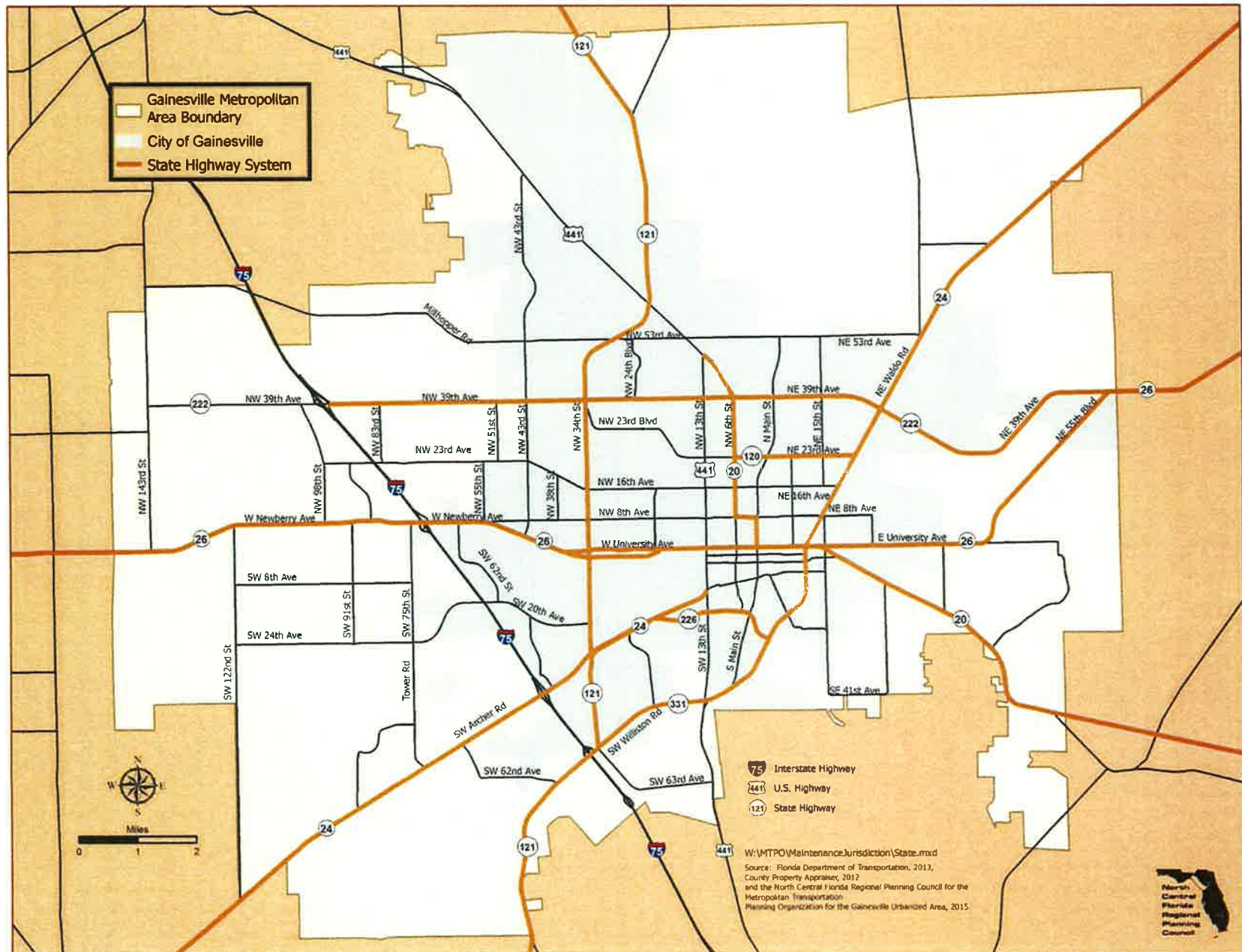
### Federal Roadways







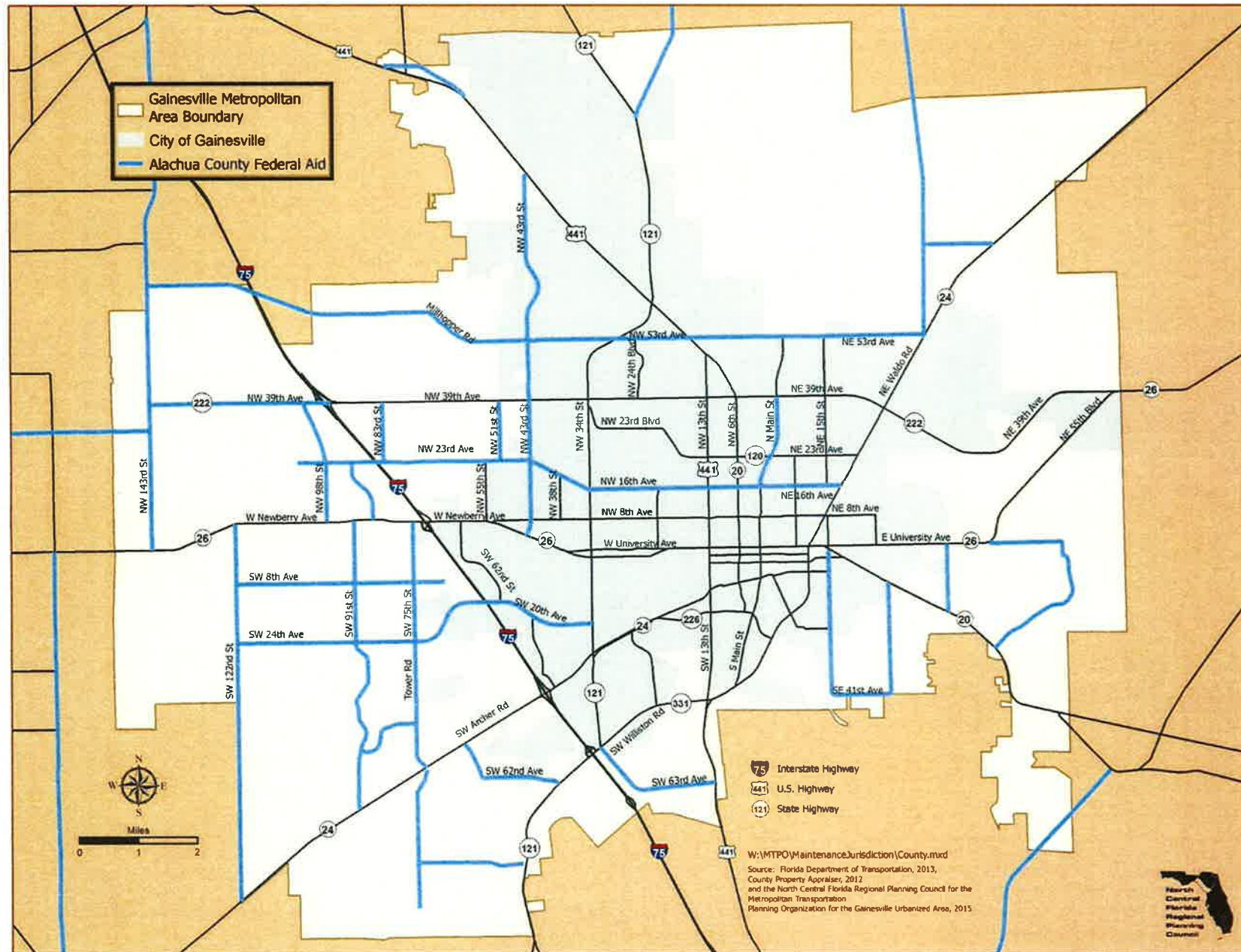
# EXHIBIT 3 State Highway System





## EXHIBIT 4

### Alachua County-Maintained Roadways

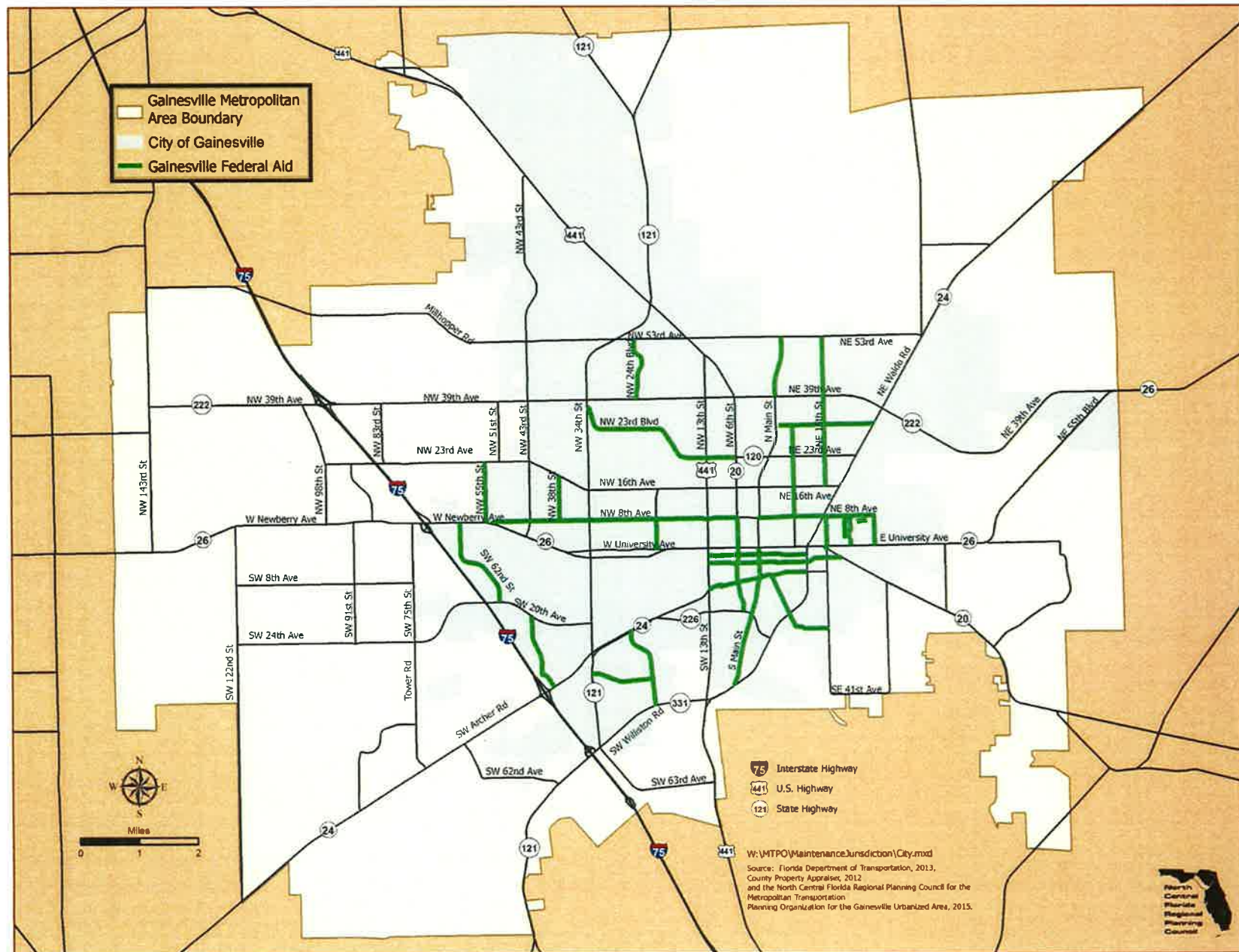






## EXHIBIT 5

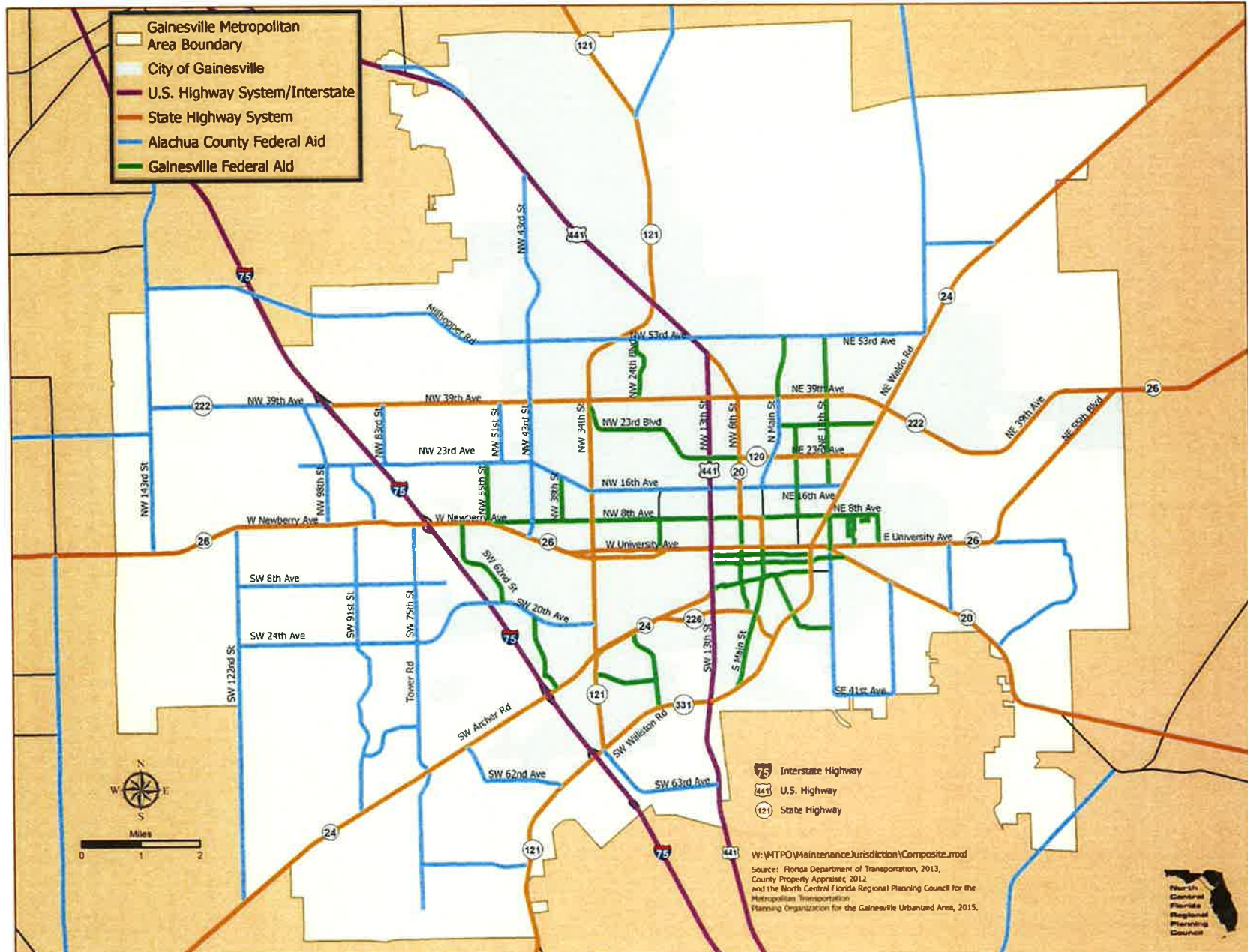
### City of Gainesville-Maintained Roadways





## EXHIBIT 6

### Composite Roadway Maintenance










**IV**

Serving Alachua  
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Dixie • Gilchrist • Hamilton  
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October 15, 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

STAFF RECOMMENDATION

**Receive presentation.**

BACKGROUND

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

Attached as Exhibit 1 is the proposal submitted by The Corradino Group that describes the approach they plan to use for this project.

Attachment



## EXHIBIT 1

### TASK 1: PUBLIC PARTICIPATION STRATEGY

Corradino will advertise and conduct three sets of public workshops during the planning process. The first set will be to inform the public of the long-range transportation plan update early in the project. It will outline the study scope, goals and timing. Two meetings will be held for the first workshop, with one on the University of Florida campus to engage students, staff and faculty in the study. At the first workshop input will shape the project's vision statement, goals and objectives. One meeting will be held for each of the 2nd and 3rd workshops.

Two sets of public hearings will be conducted; each will have meetings at two separate locations—one on the University of Florida campus, and the other within the City of Gainesville. The first hearing will solicit comments on the proposed Year 2045 Long-Range Transportation Needs Plan after the completion of Task 6, and before the completion of Task 6. The second hearing will receive input on the proposed Year 2045 Long-Range Transportation Cost Feasible Plan, prior to the completion of Task 7.

A portion of each workshop will be devoted to questions/comments of the public, and the public will be asked to provide information about transportation problem areas. Using electronic voting devices, we will solicit input on a series of items/issues. Meeting attendees will register preferences on a touch-pad tied through software to immediately show the results to the group and to be saved for use in later evaluations. The topics will vary depending on the phase of the project at which the public meetings are conducted. Topics may include: Project Goals; Performance Measures by which alternatives are measured; Project Alternatives; Alternatives Analysis Results; and, Draft and Final Reports. Translators will be available to Spanish speakers at all public meetings.

Special outreach efforts will be made for the elderly, minorities, low-income persons, and those with disabilities. We will assist the MTPO in outreach to the media.

A project Website will be established with regular updates provided as planning progresses. Posts will provide a window into the process to ensure transparency. One method by which the public will be engaged is the online program known as *Community Remarks*. It's an easy way for the public to define the location of their mobility needs, and the improvement or modal option(s) by which those needs may be addressed. It will serve as an active forum, embedded in the project website, that will allow for public engagement beyond traditional, limited meetings. *Community Remarks* generated more than 2,000 "hits" in Corradino's Novi, Michigan Thoroughfare Master Plan.

Agency stakeholders will form a project Steering Committee which will meet before each public meeting over the life of the project. The Committee will include representatives from the MTPO, North Florida Regional Planning Council, the City of Gainesville, the University of Florida, the Florida Department of Transportation, Alachua County, and other organizations chosen by the Gainesville MTPO.

#### Technical Report 1:

We will document in Technical Report 1 (TR1) the public involvement of the LRTP including photographs, materials used in advertising and at the meetings, subjects discussed, and results of the process. All meeting minutes, emails, comments from the public, and related information concerning the draft long-range transportation plan and technical reports will be included in this TR1.

### TASK 2: DATA COLLECTION, MAPPING AND DATA DEVELOPMENT

#### 2.1 DATA COLLECTION

Corradino will use the existing Gainesville Urban Area Transportation System (GUATS) travel demand model TAZ and network structure as the basis for this effort. We will update the highway and transit networks to a 2015 base year. Aerial images, along with the local street networks, and the FDOT Transportation Characteristics Roadway Inventory System will be reviewed in updating the highway networks to 2015 conditions. The 2015 transit system files, bike and pedestrian network layers, General Transit Feeds System data (GTFS) will be used in coordination with the MTPO in developing the transit and non-motorized networks. These data will help us understand the most realistic on-the-ground transit travel times and schedules by time-of-day. Corradino will coordinate with the MTPO and the transit agencies to obtain transit level-of-service data needed for the model validation.



Corradino will implement the most innovative and cutting-edge methodologies in developing and maintaining the network database for the GUATS model. We will design a master network system, in coordination with the MTPO, that will enable maintaining a single database of the base year and future year networks to efficiently manage various LRTP scenarios. Corradino will use the Geodatabase that contains all layers of the model network stream, including highway, transit, bike, and pedestrian networks. Corradino will develop node correspondence tables between the local street layer and the model highway network to incorporate the True Shape Display technique. This will enable the use of accurate network distances that translate into accurate “impedances” for the model path choice assignments. These methods will enable developing several GIS maps and efficient ARCGIS mapping integration directly from the various model runs.

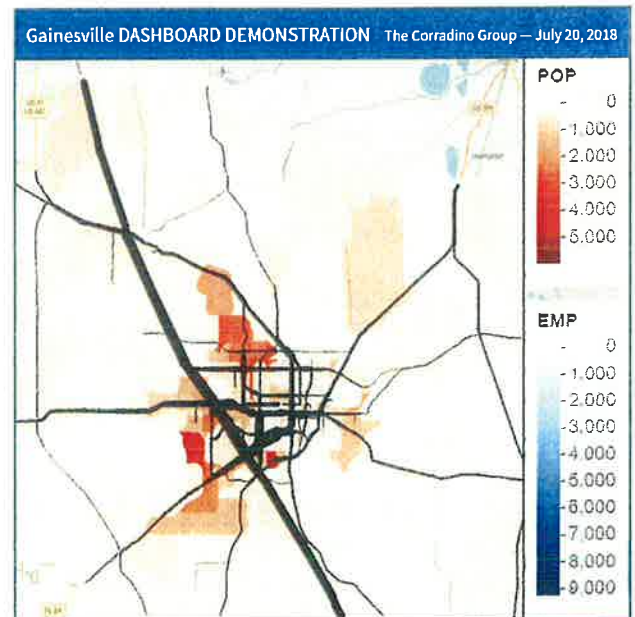
It is prudent to review the potential future networks as an overlay on the existing TAZ layer to identify the need for additional TAZs. Accurate representation of TAZs is critical to precisely determine highway and transit accessibilities that are the key to supplying the transportation level-of-service of the model. So, the 2015 networks, the previous LRTP 2040 networks, and the TAZ files will be overlaid and reviewed to assess the need for additional TAZ splits.

Corradino will review and revise the external stations and related traffic count data, including the 2015 truck percentages of the major roadways that enter and exit the GUATS study area. The external and truck data will be developed for future years as well, by reviewing the growth trends and the statewide model trends, plus the statewide truck model (FreightSim) trends. 2015 traffic counts data will be coded using the available traffic stations in the 2010 network. Manual updates to the count station coding will be performed, as needed. Counts will be reviewed for reasonableness, by comparing against the 2010 data files. One major challenge in coding the count station data is some portable count stations were moved from one year to another. Careful reviews of station locations is key for accurate traffic count data coding and model validation. Furthermore, reviewing the counts against historic data at critical roadway segments enhances the traffic count data. In this effort, we will also explore the available Big Data sources, such as NPMRDS, HERE and multimodal data sources such as STRAVA from FDOT Central Office data resources.

## 2.2 MAPPING

Corradino will use powerful maps and graphics with software, such as ArcGIS and dashboards written in R script language, in the MTPO’s data review process. Several data quality checks, tables, and graphics will be included in a dashboard customized for the MTPO. Additionally, the dashboard will be enhanced for developing summary statistics from model calibration, validation, and to generate key performance measures that can be used in LRTP scenario testing and presentations. This powerful dashboard will bring efficiency and consistency to the LRTP development process. The following types of maps and graphics will be developed to facilitate the model data reviews:

- TAZ review and splits requirements maps;
- Highway network maps;
- Transit networks maps;
- Bike and pedestrian network maps;
- Maps related to first-mile and last-mile components in connecting transit and non-motorized modes to their users;
- Freight corridor maps and identifying freight hotspots;
- Special market components and developing customized system maps for the University students’ travel; and,
- Data validation summaries, such as comparison of traffic count trends by station and identifying outliers, speed and travel time profiles, NHTS, LEHD , Census Journey to Work and the ACS data and trips statistics by various trip purposes.





## 2.3–2.8 DATA DEVELOPMENT

It is understood that the 2015 and 2045 socioeconomic data will be developed by the MTPO. We will assist. Our experience in developing 2015 models in various locations indicate using property appraiser data, along with the baseline 2010 TAZ data, is an efficient method in this area. Review of occupied housing units and vacant parcels can provide reasonable checks of the adjustments by TAZ. The American Community Survey (ACS) can be used to perform some cross-checks, but it should not be relied on solely to make adjustments to total population and employment, as the ACS includes only a sample of households. Corradino recommends using 2014 Info USA data, too, and the estimates from FDOT Central Office to extrapolate to 2015 data. Local cross-checks of the employment shifts from 2010 are essential in developing the 2015 employment data. Local school and university enrollment data will be cross-checks from the data of Alachua County School Board.

One key issue in developing socioeconomic data is adjustments to self-employment statistics. Bureau of Labor Statistics (BLS) and the Employment Security Commission's (ES202) data can be reviewed for developing the self-employment adjustment methodology. Furthermore, Census LEHD data provide a useful basis for performing checks on the employment and population data and the home-to-work OD patterns.

Using the data developed, the following data will be reviewed and formatted by Corradino, based on the MTPO 2015 data estimates:

- ZData1: Population and household data;
- ZData2: Employment data; and,
- 2045 Data projections.

The following data will also be developed:

- ZData3: Special Generator Data such as airports, major shopping malls and universities will be reviewed and updated.
- ZData4: The external station traffic counts and truck percentages, and the EETRIP matrices will be updated to 2015 conditions.
- Designation of screenlines and cutlines: We will review the existing screenline and cutline coding and make updates, as needed. Cordon line data will be evaluated and coded around major trip generators such as University of Florida.
- Traffic Count Data: As described earlier, 2015 time-of-day traffic count data will be developed for model validation.
- Highway and transit network data.
- Transit service data.

## 2.9 FINANCIAL RESOURCES

**Federal:** The Highway Trust Fund (HTF) was established in 1956 to finance the Interstate Highway System and certain other roads. The Mass Transit Fund, as a subset of the HTF, was created in 1982. Most all federal funding for transportation now comes through the HTF formula and grant funding process. The HTF relies principally on fuel taxes collected based on gallons sold. Roughly one-quarter of public funds spent on highways and mass transit is provided by the federal government.

As fuel efficiency has increased, taxes collected per mile of travel has decreased. Meanwhile, the gas tax has not been increased since 1993, so inflation has reduced, by a third, the real value of the revenue generated. The recession of 2008 reduced out-of-pocket discretionary spending, which discouraged travel. At the same time, the proportion of alternatively-fueled vehicles has increased.

Since 2008, the HTF has run a deficit; the Congressional Budget Office (CBO) forecasts that the deficits will continue. These conditions have led to the fact that, today, federal, state, and local governments are spending half as much on the nation's public infrastructure as they were in the 1950s and 1960s.



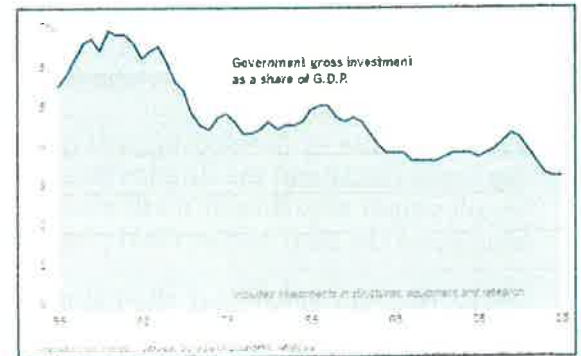
Raising the per-gallon gas tax is a logical way to recover, insofar as it acts like a carbon tax and encourages economy of travel, use of alternatives to fossil fuels, reduced dependency on foreign oil, and it taxes heavier vehicles that have a greater impact on roads at a higher level. And gas taxes could be indexed to inflation. But, dealing with changes to taxes does not always follow logic. So, as an option that looks less like a tax increase, a VMT-based fee has gained some support. This approach may have importance in that the rise in autonomous vehicles will increase and so will vehicle miles of travel. The Trump Administration has talked about a \$1 Billion infrastructure initiative, but nothing has developed so far.

**State:** In the face of this federal reluctance, Utah and New Jersey recently raised the per-gallon gasoline tax to provide more dollars for transportation. On the other hand, Oregon is testing a system that would tax drivers by the mile. It is known as MyOReGO and is the first statewide “vehicle miles traveled” program in the nation. The program is voluntary and has promised drivers’ personal information will be protected.

Based on this background, and developments over the months to develop this LRTP, Corradino will create a forecast of available funding for the Cost-Feasibility Plan. The preliminary list of funding sources is included in Task 7.

## Technical Report 2:

The consultant will develop technical memoranda for various subtasks under Task 2. Technical Report 2 will be prepared as an assemblage of all the technical memoranda.



## TASK 3: DATA REVIEW AND VERIFICATION

We will perform a detailed review of each of the data elements input to the model, and will conduct model output reviews. Corradino recommends the quality checks and review checks be performed in a rule-based format, adhering to the Florida Standard Urban Transportation Modeling Structure (FSUTMS) standards. Programs similar to Land Use Check (LUCHECK) will be written using R programming language to aid the review process. As an example, when reviewing historic traffic counts by station, statistics, such as the mean, median and variance of the traffic counts within last five years will help judge the validity of the 2015 traffic counts. The following data will be reviewed:

- **Zdata Inputs:** First, thorough checks of the input data will be performed using LUCHECK software and similar resources. Second, based on the trip generation outputs, any anomalies in the Zdata will be identified and addressed. Adjustments to special generator files will be made, as needed.
- **Highway and Transit Networks:** Maps and statistics will be prepared to aid the review process. We will review all aspects of model network coding and will address the need for adding/deleting any network links. Centroid connector coding, speed and capacity related attributes are key to accurate model assignment. Transit networks will be adjusted by incorporating travel time factors to ensure accurate transit on assignment according to the GTFS/Transit service schedules.
- **2015 Traffic Count and Ridership Data:** Traffic counts and station locations will be reviewed for accuracy. Summaries of counts by facility and area types, screenlines and cutlines will be performed. Historic trends in transit ridership data will be performed to identify any anomalous ridership estimates.
- **Trip Generation Rates:** The 2017 NHTS data will be reviewed and trip generation rate statistics will be compared against other cities of similar size, national averages, and previous NHTS surveys. Reviews of trips generated by TAZs will be conducted and the need for further splitting the TAZs will be explored.
- **Trip Length Frequency Distribution (TLFD) and Average Trip Length (TL):** Trip distribution data will be reviewed by trip purpose for reasonable estimates of average trip length. The district-to-district trip distribution outcomes will be reviewed against observed data such as NHTS, LEHD and CTPP data.



- **Automobile Occupancy Rates:** The auto occupancy rates of the GUATS model will be compared against the latest 2015 ACS and/or CTPP data.
- **Transit Parameters:** In coordination with the MTPO, transit service and parameter data will be reviewed and updated, as needed. Transit mode and fare table rules will be reviewed for accuracy.

### Technical Report 3:

We will develop technical memoranda for various subtasks under Task 3. Technical Report 3 will be prepared as an assemblage of all the technical memoranda.

## TASK 4: MODEL UPDATE AND VALIDATION

Corradino is the original developer of the Gainesville Cube Voyager Travel Demand Model (TDM), which was the first FSUTMS model developed for the Cube Voyager platform. Since then, a few improvements were made to the model; however, it is substantially the same as the one developed by Corradino in 2004. Corradino will meet with MTPO and UF staffs at the outset of the project to discuss required and desirable model improvements. The starting point will be based on Corradino's experience with the model, advances in modeling practice, and improvements in the Cube Voyager software. Because of this experience, the modeling work will be conducted in the most cost-efficient manner.

The TDM is a comprehensive daily model which deals explicitly with University of Florida (UF) trips, and the Gainesville Regional Transit System (RTS). It follows the FSUTMS standards and extends the trip purposes to accommodate travel made by UF students residing on and off campus. For trips to campus, it sends them to the UF parking structures rather than to the ultimate classroom locations. The mode-choice model is also unique because it estimates walk and bicycle trips. Thus, the model will reduce vehicle trips in response to improved bicycle and pedestrian facilities.

For the 2045 LRTP, we will update the model and input data to a 2015 base year and 2045 target year, and will make needed model improvements. Corradino believes that the existing model is adequate to support the LRTP, and will focus on updating zonal data, external trips, and highway and transit networks. Any critical modeling issues encountered will be addressed.

### 4.1. VALIDATE EXTERNAL TRIPS

As mentioned in the data development tasks, Corradino will develop the 2015 and 2045 external data inputs (Zdata4 and the EEtrips). The EEtrips will be used as seed matrix using FRATAR so the EEtrips match the traffic counts at the external stations. The external cordon validation will be performed to adequately represent the EE/ EI trip validation. Both auto and truck trips will be validated. The EEtrips matrix is a key input to this process and the seed matrix major OD patterns will be presented to the MTPO for reasonableness checks. Necessary adjustments will be made to Florida Statewide Model. FreightSIM model outputs will be used to cross-check the EEtrip flows. In addition, the future year EE trip tables will developed by evaluating the growth trends of the adjacent counties and the Florida SWM trends.

### 4.2. VALIDATE TRIP GENERATION MODEL

Trip productions and attractions from the updated model, by purpose, will be compared against the aggregate estimates of the NHTS. Comparisons will be performed to standards of trip generation and distribution models, ITE trip generation rates and national averages. FSUTMS Cube Frameworks Standard Trip Generation and Distribution Models will be followed to ensure proper zone size and trip rate range per zone. If adequate numbers of trips are not generated or attracted at major trip generators, adjustments to the special generator files will be made as part of the final validation. The correlation between land uses and total productions/attractions will be made at county and district levels to ensure adequate trip generation model validation. Adjustments to the model parameters will be performed, if the model lacks sensitivity to changes. If, in the first-cut highway assignment validation, assignments underload/overload overall volume and VMT, when compared to the traffic counts, adjustments to the trip generation parameters will be performed.

## 4.3 VALIDATE THE TRANSIT PATH BUILDING MODEL

Since developing the Gainesville Cube Voyager model, Citilabs has made significant changes to the Public Transport (PT) module, and, based on that, FDOT Central Office has issued guidelines and standards for transit network modeling. These changes could have a significant impact on mode choice and transit forecasts. Corradino will modify the transit network steps to accommodate changes in the software and to incorporate new FDOT procedures. A quick review of the current PT transit network script shows that it does not use the BESTPATHONLY parameter. Corradino will modify the model to incorporate it.

Several cross-checks on transit skims will be made to ensure proper zone-to-zone travel times and paths are reasonable. We will evaluate the Morning and Midday Route records and input files for any possible errors. Transit speed estimation, as a function of highway speed and dwell times, will be evaluated for any possible issues. Wait time, walk time, transfer penalties, and the ranges of various transit parameters will be evaluated for reasonableness. Any changes will be documented thoroughly.

## 4.4 VALIDATE THE TRIP DISTRIBUTION MODEL

The trip distribution model will be validated according to the latest FSUTMS standards. The following common issues will be evaluated during the validation process:

- Percent of intrazonal trips will be validated within the five percent threshold.
- District-to-district trip distribution flows will be evaluated and validated. Final outputs of the distribution model will be evaluated at the county-level.
- Average trip length, trip length frequency distribution by vehicle type and trip purpose will be evaluated against NHTS or Census data.
- Necessary adjustments to the friction factors, and other trip distribution parameters, will be performed, as needed.
- Maps of OD desire lines and bandwidth plots will be used for reasonableness checks.

## 4.5 VALIDATE THE MODE CHOICE MODEL

Corradino will validate the mode choice model to accurately replicate transit trips. The overall transit trip percentages will be used as general measure to validate mode choice. In addition, the systemwide transit loadings by trip mode and access mode will be compared to Census data, NHTS data, and 2008 travel behavior surveys. Trips resulting from the mode choice model by walk access and drive access will be evaluated to match targets from the surveys. The variables used in the previous GUATS model update will be evaluated for reasonableness and additional adjustments to the mode choice parameters will be performed. District-to-district transit flows will be evaluated to ensure proper distribution of transit trips. Corradino will adjust the transit model validation, as required, when using the BESTPATHONLY parameter.

## 4.6 VALIDATE THE TRANSIT ASSIGNMENT MODEL

Transit trips crossing selected screenlines and cutlines will be evaluated for reasonableness against transit counts. Needed adjustments to transit parameters, such as dwell times, time factors, and speed factors will be made to validate the transit ridership by major transit route. Sensitivity tests will be conducted to ensure BRT, or other fixed guideway transit systems, function adequately. Tests will be conducted to assess transit elasticities to fare changes, parking cost increases, accessibility improvements, etc.

## 4.7 VALIDATE HIGHWAY ASSIGNMENT MODEL

The highway assignment model be validated and adequate sensitivity tests performed as follows:

- Corradino will follow the maximum allowable assignment error standards from the FSUTMS guidelines. Volume/count ratios and percent RMSE (Root Mean Square Error) standards by facility type, volume group, and area type will be used to evaluate the model assignments.
- The model validation will be performed at three levels: systemwide, screenline/cutline, and by link.



- While performing the link-level validation plots of volume/count ratios will be examined by color-coding them at various ranges. Corradino proposes a validation workshop with the MTPO staff to identify any concerns on the link-level validation.
- If major issues are identified in the validation, then highway assignment volume/delay curves, and other parameters will be evaluated, such as capacities, facility-type classes, network coding, turn penalties/prohibitions, heavy vehicle conversion factors, and equilibrium assignment convergence criteria. If further improvements are warranted, the validation of earlier modeling steps will be revisited.

## 4.8 FINAL MODEL VALIDATION AND SENSITIVITY TESTS

- Once satisfactory model validation is achieved, additional sensitivity tests will be performed. The examples include: testing the model for the impact of new roadways, and/or a large new development.
- After each model step has been validated, the model will be validated as a whole. The entire process will be recycled, as required, to ensure that a reliable forecasting tool is produced.
- The 2045 TAZ data will be tested using the model. Growth will be compared to historic growth trends and expected socioeconomic data trends.

## 4.9. GUATS MODEL TRANSIT PROCEDURE TECHNICAL MEMORANDUM.

Any non-standard FSUTMS procedures used in the GUATS transit model will be described in this process. Comparison of critical parameters will be made against national averages and other standard FSUTMS transit models.

### Technical Report 4:

Upon completion of each subtask, Corradino will prepare a Technical Memorandum. Technical Report 4 will be delivered as a compilation of all the technical memoranda.

## TASK 5: YEAR 2045 TRANSPORTATION NEEDS PLAN AND COST FEASIBLE PLAN

The process of developing the 2045 Transportation Needs Plan will involve both quantitative and qualitative analyses. The plan must address the region's transportation needs, considering changes in demographics; changes in the transportation network; and, to accommodate future automotive technologies.

Public input is key to developing the Transportation Needs Plan. Corradino will perform the detailed quantitative analysis to support it. The updated GUATS model will be used in this process.

### 5.1. NETWORK CODING, EDITING AND DEBUGGING

Corradino will code, review, edit and debug the networks leading to an adopted 2045 Cost Feasible Plan. These include an existing-plus-committed (E+C) network, and the year 2045 LRTP Needs Plan.

### 5.2. DEVELOPMENT OF THE EXISTING PLUS COMMITTED NETWORK

The E+C network includes 2019 existing system, plus the five-year Transportation Improvement Program (TIP) committed projects (Target year 2024).<sup>\*</sup>

To develop the E+C network, Corradino will code all projects that are scheduled to open to traffic by year 2024. The 2045 TAZ and other socioeconomic input data files will be used along with the E+C network. This process will generate the year 2045 traffic projections. The scenario will illustrate the congested conditions if no improvements are made beyond the already-committed transportation projects. Congestion hotspots will be identified by comparing the model volumes against capacities. Corradino will write automated routines to highlight the congested hotspots from the model runs. Multimodal and non-motorized projects will also be considered in improving the overall LOS. Corradino will develop the LRTP performance measures to be evaluated for each transport system.

<sup>\*</sup> Corradino has noted that the scope mentioned this as target year 2019, not 2024. So, we will discuss with the MTPO the most appropriate E+C target year.



The level of congestion, the regional significance of the roadway, and the effect on connectivity/accessibility, cost-benefit ratios and public input will be used in ranking the projects for the Needs Plan.

The E+C, Needs and Cost Feasible networks will be coded into Master Network format, so various alternatives of regional needs can be tested.

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

Corradino will utilize the adopted Gainesville Urbanized Area's 2040 Long-Range Transportation Plan's Cost Feasible Plan, the Gainesville Metropolitan Area Congestion Management Process, and the adopted Regional Transit System Transit Development Plan as the preliminary basis for the 2045 Long-Range Transportation Needs Plan.

Building on this information, we will include City of Gainesville, Alachua County, and University of Florida adopted plans, as well the modeling results, to further define problem areas to be addressed. Through this evaluation, and a Complete Network/Complete Streets development process, up to three alternative solutions will be created to address transportation deficiencies. These multimodal alternatives will consider the goals and vision of this update, and will be targeted to satisfy person and freight demand deficiencies. The Cost Feasible Plan will also consider the various funding sources available, including Alachua County's recently updated Mobility Fee.

To encourage multimodal shifts in line with the Plan's goals and vision, a Complete Networks approach will be used to develop the long-range plan for bicycle and pedestrian modes. It will consider the level of accessibility of each mode: automotive, transit, bicycle, and pedestrian, and ensure that each has a complete grid in the long-term plan.

Pedestrian environment variables, consistent with the 2040 LRTP, consider sidewalk availability, ease of street crossings, non-motorized connections, and building setbacks. Considerations of land use, major transportation generators and age-friendly transportation infrastructure will also be included in the networks evaluation. Bicycling networks may vary with primary and secondary grids to address safety, the perception of safety, and available right-of-way for alternative infrastructure.

During and after identifying system grids and corresponding gaps, alternatives by each mode will be considered. These grids will overlap to provide for context sensitive, Complete Streets projects, which will acknowledge right-of-way constraints to be addressed. Considerations of first/last mile connectivity at destinations and transit stops will be examined using the existing transit model and potential intermodal hubs as bases for evaluation. Recommended extensions of transit service will enhance first/last mile connectivity via bicycle and pedestrian projects. This first mile/last mile connectivity will also inform developing New and Existing Corridor Emphasis alternatives.

### Technical Report 5:

Upon completion of Task 5, Corradino will prepare the fifth Technical Report.

## TASK 6: YEAR 2045 LONG RANGE PRELIMINARY AND CONSTRAINED NEEDS PLAN

After completing the analysis of existing facilities, Corradino will create a list of needs required to meet the project's goals/vision. The Constrained Needs Plan will be developed by screening projects that cannot be mitigated by:

- The impact widening of the road would have on the community;
- The geography or development of the area causes a project to be too difficult or expensive;
- The road is already as wide as allowed by state or local policies;
- The potential impact to a designated historic district; or,
- The potential impact on environmentally sensitive lands.

For each need, alternative solutions will be identified. Three sets of overall strategies will be defined to incorporate various solutions:

- New Corridor Emphasis;
- Existing Corridor Emphasis; and,
- A hybrid solution made of elements of the two previous alternatives and responsive to public involvement.



Alternative solutions to be incorporated in the three basic system alternatives include: limited growth; transit service; non-motorized facilities; and, a balance of these. The initial alternative strategies would be developed through collaboration of Corradino and the MTPO staff. In this process, it is likely that the solutions will be adjusted, some eliminated, and others added. The first two alternatives will be presented to the stakeholders and public to be further adjusted and to create the hybrid alternative. All three alternatives will be subjected to the evaluation process using the travel demand model, and performance measures calculated for each alternative plan.

A scenario-based planning approach will be used to evaluate alternatives involving consistent performance measures which will comply with the FAST Act requirements. As an example, Table 1 shows performance measures used in the Memphis 2040 LRTP update. Establishing performance measures will involve a balance between the desirability of a measure with the difficulty of obtaining data for it. This trade-off will be based on the MTPO's and Corradino's experiences. Throughout the examination of performance measures, community participation needs will be kept in focus. For example, the following question will be asked throughout in the process: *How can data, particularly graphics generated in the analysis, be designed for use in public presentations?* Coordination of collecting and presenting data will ensure efficient allocation of the study's resources.

**Table 1: Performance Measures Used in Developing 2040 Memphis LRTP**

MEASURE	DESCRIPTION
<b>MOBILITY</b>	
Congestion	The total percentage of roads that will have a level of service E or F in 2040.
Delay	The total daily hours of delay that congestion will cause in the year 2040.
Mode Share	The percentage of trips across the four main travel modes: automotive, transit, bike, and walk for 2040.
Vehicle Mobility	The total system-wide vehicle miles traveled for 2040.
Vehicle Crashes	The total system-wide crashes per year for 2040.
Bicycle Connectivity	The total percentage of bikeable roads in the urban area.
<b>ECONOMY</b>	
Access to Jobs	The average travel time to work.
Transit Accessibility	The percentage of population and the percentage of employed individuals within the MPO with access to transit.
<b>ENVIRONMENT</b>	
Habitat	The aggregate impact of projects on natural resources and habitats within 500-foot buffer of project.
Air Quality	The percent change in air quality gases and particulates in tons per year.
Water Quality	The percent change in the amount of storm water pollutants in tons per year.
Flood Plain	The total acreage of flood plain within a 500-foot buffer of the projects.
Historical/Archaeological Sites	The total number of historic or archaeological sites within a 500-foot buffer of these projects.
<b>COMMUNITY</b>	
Land Use	The total number of land parcels within a 500-foot buffer of the potential projects by usage: residential, commercial/industrial, parks, educational/religious/charitable, and agricultural/undeveloped.
Environmental Justice and Title VI: Transit Access	The total percentage of Environmental Justice or Title VI groups with access to transit: minorities, 65 and older, limited-English speaking, and household income of less than \$25,000.
Environmental Justice and Title VI: Impacts	The total percentage of Environmental Justice or Title VI groups <u>potentially impacted</u> due to projects: minorities, 65 and older, limited-English speaking, and household income of less than \$25,000.

Corradino has used a wide range of software and strategies to evaluate alternative transportation and land use scenarios. We have developed a Trans-CAD utility (5-Dimension Smart Growth Planning Tool) that automatically generates and displays livability/sustainability factor results based on land use and transportation network data. This tool will facilitate the scenario-based planning process and demonstrate to the public meaningful differences among scenarios. A similar tool using a scripting language will be developed for this LRTP.

The evaluation strategy will first develop a Roadway Needs Plan for 2045, which contains all projects required to achieve an acceptable level of service on major roads, minimize delays, and satisfy other needs. The plan will not



be cost-constrained, but one of the evaluation measures will be cost. Corradino will estimate the initial capital costs and continuing operating and maintenance costs of each project. Additionally, congestion costs associated projects will be calculated using passenger hours of delay, as reported by the TDM, and estimated values of time. Sources of funding will then be tied to the LRTP plan components. After testing alternatives, the best performing projects will form the 2050 Roadway Needs Plan.

The 2020–2024 TIP will be developed concurrently with the Needs Plan, based upon the most urgent projects identified in the established 2045 LRTP. As the TIP is a fiscally-constrained, short-range program, projects from the nearest five-year cycles of the 2045 LRTP must be reviewed and further prioritized. We will identify projects to be included in the TIP by using project ranking criteria developed for the 2004 LRTP by Corradino, and since refined. Project selection will include stakeholder input and public involvement.

While our approach has been to integrate performance reporting into the models, it is also possible to add the evaluation procedures as a postprocessor to an existing model, or to add the R or Cube scripts to call the procedures. In some cases, developing performance measures would be much easier, if certain results are reported as the model processes data. Corradino could add this code to the existing model.

Traditionally, the roadway network has been the primary concern in an LRTP. Gainesville has extended this emphasis to pedestrians, bicyclists, transit users, and freight. Nonetheless, highways will be critical to assembling and completing an up-to-date description of the existing needs, capital spending, committed projects, new or proposed developments, functional classification, traffic, crash data, and established truck routes. This analysis must identify deficiencies in existing transportation systems as indicated by congestion, low speeds, substandard pavement, and crashes.

This LRTP will emphasize travel by bicycle, walking, and transit. Likewise, air travel, access to airports, rail, water and trucking freight movements and terminals are key elements of the LRTP. Documentation of needs and plans for these modes will be addressed.

The GIS database will be an important tool in assessing the existing transportation system and expected performance of the 2045 alternative to it. Information will be developed to assess impacts of transportation improvements relative to noise, air quality, neighborhood issues, parks/open space, and the like. GIS is key to using *Community Remarks* to amplify public input. Corradino will also assess the future conditions of the multimodal transportation system and determine constraints and needs. As part of this effort, the MTPO's TDM will be extended to a new 2045 planning horizon and serve as the primary tool for deficiency analysis of roadway, transit, bike, and walk in the future. Based on these analyses, we will prepare Purpose and Needs Statements and GIS shape files for major transportation and regionally-significant capacity projects, including Bus Rapid Transit. The TDM will determine the effectiveness of the now-planned projects and whether/where new projects should be added.

Corradino will address safety in this task by incorporating its experience with Vision Zero and Aging Road User analyses. In both projects for the Miami-Dade TPO, countermeasures to risky safety situations were developed that are applicable in Gainesville for TIP and LRTP involvement.

#### Technical Report 6:

Upon completion of Task 6, Corradino will prepare Technical Report 6.

## **TASK 7: YEAR 2045 COST FEASIBLE PLAN**

The evaluation strategy first develops a Needs Plan for 2045, which contains all multimodal projects required to achieve an acceptable level of service on major roads, minimize delays, provide active transportation options, provide enhanced public transportation options, and satisfy other needs. While the Needs Plan will not be cost-constrained, one of the evaluation measures will be cost. Corradino will estimate the initial capital costs and continuing operating and maintenance costs of each project. Additionally, congestion costs associated with project improvement(s) will be calculated using passenger hours of delay as reported by the TDM, and estimated values of time. Sources of funding will then be tied to the LRTP plan components.



The 2045 LRTP will be cost-constrained. A strategy for selecting projects will be to estimate an effectiveness score for each project based on the degree the project solves transportation needs, and the number and severity of the socioeconomic, environmental, and financial impacts. Then, the cost of each project can be divided by its estimated life-cycle cost, which would be the capital plus expected maintenance and operating costs for its expected life, to produce a measure of benefit/cost. An initial Cost-Feasible Plan would consist of the projects with the highest scores, up to the limit of expected funding. It is likely that the list of projects with the highest scores will be adjusted so that the Cost-Feasible Plan contains projects that complement each other, and that meet multimodal and livability/sustainability goals. The adjusted project list would be presented to the study committees in the plan adoption process.

Because the federal government cannot bring itself to address realistic transportation funding needs, this task will be a challenge. Nonetheless, the following funding sources will be involved in the analysis:

- Congestion Mitigation and Air Quality (CMAQQ) Program);
- Highway Safety Improvement Program (HSIP);
- Bridge Replacement and Rehabilitation (BRR) Program;
- Interstate Maintenance (IM) Program;
- National Corridor Infrastructure Improvement Program (NCIIP);
- National Highway System (NHS) Program;
- National Scenic Byways Program (NSBP);
- Safe Routes to School (SRTS) Program;
- Surface Transportation Program (STP);
- Transportation, Community, and System Preservation Program (TCSP);
- Surface Transportation Block Grant Program;
- State-Funded Projects (SFP): Ferry Boat Discretionary, Highway Enhancement through Local Partnerships (HELP Section 5307);
- FTA, Large Urban Cities Funds;
- Section 5309 FTA Funds Major Capital Investments;
- Section 5316 FTA Job Access Reverse Commute; and,
- Section 5137 FTA New Freedom Program.

Other funding options should be considered because, over the period from now to 2045, the economy and funding structures are likely to change dramatically. Those options include: Vehicle Registration Fees; Real Estate Transfer Tax; Rental Car Fees; Transportation Bonds; Developer Contributions; Grant Anticipation Revenue Vehicle (GARVEE) Bonds; Toll Facilities; and, Local-Option Sales Taxes.

After establishing the 2045 Cost-Feasible Plan, we will create an implementation plan, which will include the TIP. Corradino will prepare cost-feasible plans in five-year increments from 2020 to, and including, 2045. The plans will be incorporated into an implementation strategy including a "responsibility matrix" to accomplish each plan component (Table 2). Costs in "year-of-expenditure" (i.e., inflated) dollars and funding sources will be part of the documentation.

**Table 2: Sample Implementation Matrix**

Potoskey Area-wide Transportation Plan Recommendations				
Plan Component	Plan Object	Responsibility	Cost	Priority
Transit	Test Fixed-Route Service during season	City of Potoskey with vehicle(s) leased from system in Traverse City or Charlevoix or Sault Ste Marie.	\$200,000	2009 or 2010
	Hold referendum to decide if a transit system is to be implemented. Annual implementation cost of transit system @ \$500,000 (in 2007 dollars).	Local governments, Odawa Indians	N/A	2011 - 2015, following test of summer time service
	Study developing downtown streetcar service	Potoskey and private partner	Study Cost: \$200,000 to \$300,000	2009 - 2015
Non-motorized	Mitchell Road sidewalk from downtown to high school	City of Potoskey/Bear Creek Township	\$71,000	2009 - 2025
	Public facility bicycle/pedestrian path	City of Potoskey	\$805,000	2009 - 2025
	Anderson Road bicycle/pedestrian path	Bear Creek Township	\$230,000	2009 - 2025
	Cemetery Road bicycle/pedestrian path	Bear Creek/Resort Townships	\$780,000	2009 - 2025
	Downtown to Maplewood Drive along Mitchell Road	Potoskey/Bear Creek Township	\$605,000	2009 - 2025
	Improvements to Little Traverse Wheelway	Potoskey/MDOT/top Michigan Trails Council	\$1,960,000	2009 - 2025
	Develop Potoskey-to-Mackinaw City Rail Trail	Top of Michigan Trails Council/Michigan Department of Natural Resources	\$565,000	2009 - 2025
Roadways	U.S. 31/Inter-town Road	Road Commission/MDOT	\$75,000 to \$150,000	2009 - 2015
	U.S. 31/Lears Road	Road Commission/MDOT	\$75,000 to \$150,000	2009 - 2015
	U.S. 31/Division Road	Road Commission/MDOT	\$500,000 to \$900,000	2009 - 2015
	U.S. 31/Pickard Lake Road	Road Commission/MDOT	\$500,000 to \$900,000	2009 - 2015
	U.S. 31/H-119	Road Commission/MDOT	\$500,000 to \$1 million	2009 - 2015
	U.S. 31/Cemetery/Greenwood Road	Road Commission/MDOT/City of Potoskey	\$75,000 to \$150,000	2009 - 2015
	Extend Atkins road	City of Potoskey/North Central Michigan College/Road Commission	\$1.0 to \$1.5 million	2009 - 2015
	Access Management Study	City of Potoskey/Bear Creek/Road Commission/MDOT	\$50,000 to \$100,000	2009 - 2010
	Close Country Club Road	With Bear Creek Township condition/Road Commission	N/A	Tied to widening U.S. 31 at Division Road
	Right-of-Way Preservation	Local units of government	To be determined	2016 - 2030
Policy	Major local road widening/construction	Local units of government and Odawa Indians	\$23.5 to \$35.0 million	2021 - 2040
	Manage Growth	Local units of government and Odawa Indians	N/A	2008 -
	Secure legislation to allow	Local units of government	N/A	2008 -



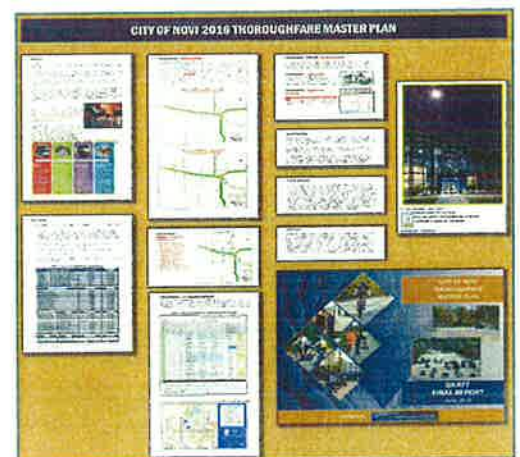
As part of this task, Corradino will prepare a Final Report and Summary of the 2045 Plan. The Final Report will cover the entire study process and the methodology used to select the Cost-Feasible Plan. We will submit five draft copies of the Final Report and Summary to the MTPO staff for review. Once approved, we will deliver the following to the MTPO:

- Fifteen (15) printed color copies of the Final Report;
- Fifty (50) copies of the Summary, plus one clean, single-sided, loose-leaf, full-color Summary.
- An Adobe Acrobat PDF version of the complete, final documents;
- The Final Report/Summary on compact disc-ROM/DVD; and,
- One electronic version of all deliverables, including documents, spreadsheets, databases, and presentations in Microsoft PowerPoint, Word, Excel, and Access.

We will assist in preparing for and participating in each public meeting, as well as meetings with MTPO committee meetings, as needed. Handouts, slide presentations, and videos—as appropriate—will be provided to the MTPO for review in advance of their use. In writing each report, we will prepare an outline for MTPO review and revise it based on comments.

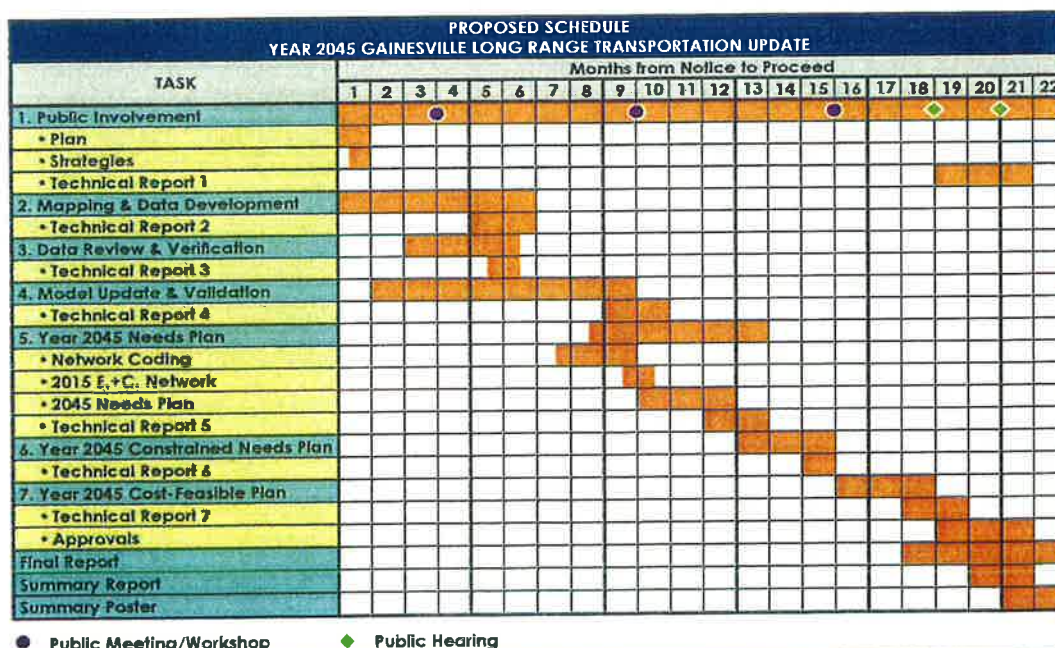
We will then decide format and a graphics “menu.” All writers will be provided a list of DOs and DON’Ts—such as DO USE “the personal writing voice,” and DON’T “write in the passive voice”—to ensure every document is easy to read and understand.

The final long-range transportation plan will also include a folded, full-color poster of the adopted Year 2045 Long-Range Transportation Cost Feasible Plan. Summary information in the poster shall include the vision statements, graphic representations of the Year 2045 Long-Range Transportation Cost Feasible Plan and a table representation of the Project Priority Ranking list. Other information may include the goals and objectives of the plan. Corradino shall provide to the MTPO 200 copies of the summary poster upon final approval of the MTPO.



## TIMELINE

Below is the draft schedule for the LRTP Update. We intend to complete the project within 22 months of the Notice to Proceed. The draft Needs Plan will be available for Committee/public review within 14 months of the NTP. The preliminary Cost Feasible Plan will be available for review five months later. The draft Final Report, Summary, and Poster will be submitted for review shortly after. After client review, we will produce the final projects as described earlier.





### **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.

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

Note, unless otherwise scheduled:

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

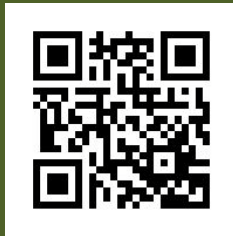
MTPO means Metropolitan Transportation Planning Organization

TAC means Technical Advisory Committee

CAC means Citizens Advisory Committee

B/PAB means Bicycle/Pedestrian Advisory Board

NCFRPC means North Central Florida Regional Planning Council



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# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)