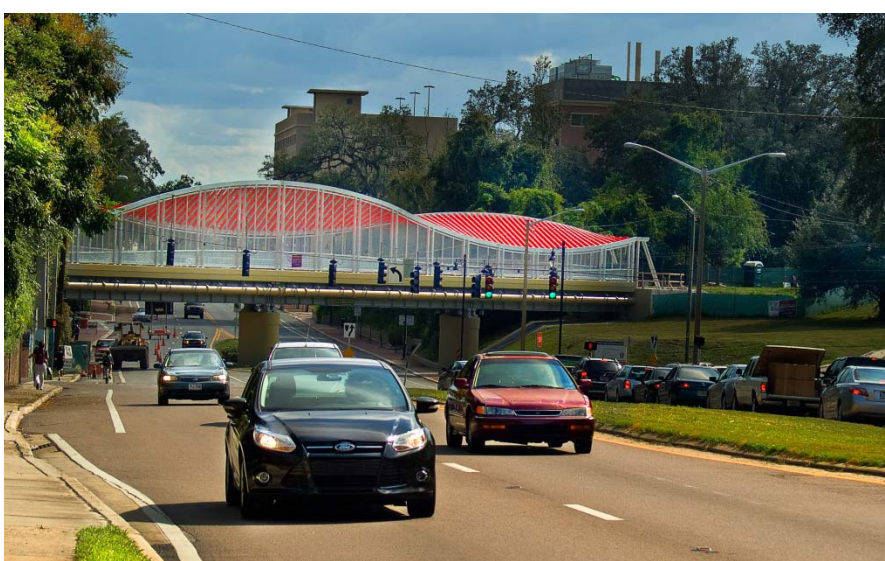


Meeting Packet

April 22, 2019

3:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



Serving Alachua
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Suwannee • Taylor • Union Counties

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

April 15, 2019

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 **April 22, 2019 at 3:00 p.m.** This meeting will be held in the **John R. "Jack" Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

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I
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2008 NW 87th 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.
April 22, 2019

STAFF RECOMMENDATION

- | | | |
|-------------------|---|-------------------------------------|
| Page #3 | I. Approval of Meeting Agenda and Consent Agenda Items | APPROVE BOTH AGENDAS |
| | <u>The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.</u> | |
| Page #147 | II. Transportation Improvement Program Amendment Innovative Highway Grant Projects | APPROVE JOINT RECOMMENDATION |
| | <u>The Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement program in order to receive these funds.</u> | |
| Page #159 | III. Year 2040 Long-Range Transportation Plan - Status Report | RECEIVE PRESENTATION |
| | <u>The Metropolitan Transportation Planning Organization requested information concerning the implementation of the Year 2040 Long-Range Transportation Plan.</u> | |
| Page #171 | IV. Year 2045 Long-Range Transportation Plan Update - Revenue Forecast Overview | RECEIVE PRESENTATION |
| | <u>The Florida Department of Transportation will discuss the revenue forecast process for the Year 2045 Long-Range Transportation Plan update.</u> | |
| Back Cover | V. Next Meeting | NO ACTION REQUIRED |
| | <u>The next Metropolitan Transportation Planning Organization meeting is scheduled for June 24, 2019 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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**CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

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

**3:00 p.m.
April 22, 2019**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - February 25, 2019 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #19 CA. 2 Standard Assurances and Certifications AUTHORIZE CHAIR SIGNATURE**
Each year, the Metropolitan Transportation Planning Organization needs to certify and assure compliance with federal regulations in order to receive funding.
- Page #31 CA. 3 Certification - Metropolitan Transportation Planning Process Certification Statement AUTHORIZE CHAIR SIGNATURE**
Each year, the Metropolitan Transportation Planning Organization and the Florida Department of Transportation are required by federal law and regulation to jointly certify the transportation planning process.
- Page #35 CA. 4 Federal Transit Administration Section 5305(d) Grant Application APPROVE STAFF RECOMMENDATION**
The Metropolitan Transportation Planning Organization needs to approve a new Section 5305(d) Grant Application in order to receive Federal Transit Administration planning funds for the second year (2019-20) of the Unified Planning Work Program.
- Page #43 CA. 5 Interstate 75 and U.S. Highway 441 Safety Investments Referral AUTHORIZE CHAIR SIGNATURE**
Alachua County has requested a letter from the Metropolitan Transportation Planning Organization to the Florida Department of Transportation concerning safety issues on Interstate 75 and U.S. Highway 441.
- Page #59 CA. 6 Alachua Countywide Bicycle Master Plan Update Referral APPROVE STAFF RECOMMENDATION**
Alachua County has requested that the Metropolitan Transportation Planning Organization consider updating the Alachua Countywide Bicycle Master Plan.

**APPROVE JOINT
RECOMMENDATION**

The Citizens Advisory Committee recommends that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation reevaluate the intersection for safety warrants and, if warranted, install turnlanes at the State Road 121 (NW 34th Street) at NW 30th Place (Rock Creek Subdivision) intersection.

FOR INFORMATION ONLY

On April 2, 2012, the Metropolitan Transportation Planning Organization authorized the Chief Staff Official to sign this policy statement each year.

FOR INFORMATION ONLY

City of Gainesville staff has provided a pedestrian scramble phase evaluation at the State Road 26 (University Avenue) at U.S. Highway 441 (West 13th Street) intersection.

FOR INFORMATION ONLY

The Metropolitan Planning Organization Advisory Council sent comments to Senate President Galvano concerning his memorandum to the Florida Senate about the reorganization of its Committee on Transportation into the Committee on Infrastructure and Security and development of legislation for three new rural multi-use corridors.

FOR INFORMATION ONLY

The St. Johns River Water Management District has provided this information.

**AUTHORIZE CHAIR
SIGNATURE**

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

REAPPOINT MS. ALFORD

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

FOR INFORMATION ONLY

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

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

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

February 25, 2019
3:00 p.m.

MEMBERS PRESENT

David Arreola, Vice-Chair
Mike Byerly
Charles Chestnut IV
Ken Cornell, Chair
Linda Dixon/Curtis Reynolds
Adrian Hayes-Santos
Robert Hutchinson
Gail Johnson
Doug Jones
Lauren Poe
Gigi Simmons
Mari Schwabacher/Greg Evans
Harvey Ward
Helen Warren
Marihelen Wheeler

MEMBERS ABSENT

None

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Chair Ken Cornell called the meeting to order at 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 discussion of item CA. 8 State Road 26 (West Newberry Road) Bikelanes Update - Florida Department of Transportation Response.

MOTION: Commissioner Hutchinson moved to approve the:

- 1. Consent Agenda as amended to move CA. 8 State Road 26 (West Newberry Road) Bikelanes Update - Florida Department of Transportation Response to the Meeting Regular Agenda; and**
- 2. Place CA. 8 State Road 26 (West Newberry Road) Bikelanes Update - Florida Department of Transportation Response on the Meeting Agenda after item V. Intelligent Transportation System and Transportation Management System.**

Commissioner Hayes-Santos seconded; motion passed unanimously.

II. KERMIT SIGMON CITIZEN PARTICIPATION AWARD - 2018

Scott Koons, Executive Director, stated that Dr. Charles E. “Charlie” Lane, University of Florida Senior Vice President and Chief Operating Officer, was selected by the Citizens Advisory Committee to receive the 2018 Kermit Sigmon Citizen Participation Award.

A member noted Kermit Sigmon’s contributions to citizen participation in the transportation planning process.

Dr. Lane discussed Kermit Sigmon’s citizen participation legacy. He thanked the Metropolitan Transportation Planning Organization and pledged to continue to work with local government concerning solutions to transportation issues.

Chair Cornell thanked and presented the award to Dr. Lane.

III. CITIZENS ADVISORY COMMITTEE - VACANT POSITIONS

Mr. Koons stated that the Metropolitan Transportation Planning Organization needs to fill two vacant positions on its Citizens Advisory Committee. He reported that one position has a term ending December 31, 2019 and one position has a term ending December 31, 2020. He noted that there are two candidates at this time.

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

Ms. Alyssa Brown spoke concerning her candidacy for the Citizens Advisory Committee.

MOTION: Commissioner Byerly moved to appoint Luke Tia to the Citizens Advisory Committee for a term ending December 31, 2019 and appoint Alyssa Brown to the Citizens Advisory Committee for a term ending December 31, 2020. Commissioner Arreola seconded; motion passed unanimously.

Mr. Joshua Williams discussed his Citizens Advisory Committee status.

IV. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN UPDATE - DRAFT VISION, PRINCIPLES AND STRATEGIES

Mr. Koons stated that the Metropolitan Transportation Planning Organization needs to consider updating its long-range transportation plan vision, principles and strategies to be consistent with the requirements of the Fixing America’s Surface Transportation Act. He discussed proposed Year 2045 Long-Range Transportation Plan Vision, Principles and Strategies and answered questions.

MOTION: Commissioner Byerly moved to approve the draft Year 2045 Long-Range Transportation Plan Vision, Principles and Strategies. Commissioner Hutchinson 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	
Gail JOHNSON	X				
Lauren POE	X				
Gigi SIMMONS	X				
Harvey WARD	X				
Helen WARREN	X				
			Marihelen WHEELER	X	
			Ken CORNELL	X	
Totals	7	0		5	0

Motion passed unanimously.

V. INTELLIGENT TRANSPORTATION SYSTEM AND TRANSPORTATION MANAGEMENT SYSTEM

Mr. Koons stated that the Metropolitan Transportation Planning Organization requested an update concerning the intelligent transportation system and transportation management system. He said that City of Gainesville staff was present to discuss this agenda item.

Emanuel Posadas, Gainesville Traffic Operations Manager, discussed the history and modernization of the intelligent transportation system and transportation management system, including the conversion of pavement-embedded magnetic metal loop detectors to use of overhead real-time traffic video cameras for signal detection, and answered questions.

A member discussed privacy concerns regarding the use of the traffic video cameras.

Mr. Posadas stated that traffic video cameras operate in real time and is not recorded. He noted privacy policies and the use of the traffic video cameras by law enforcement.

A member stated that the traffic video camera technology is intended for public safety and was supportive of a policy discussion to address privacy concerns.

A member asked about law enforcement access to the traffic video cameras.

Mr. Posadas stated that a raw live feed is provided to law enforcement by request. He noted that law enforcement has used the traffic video cameras for football games and other traffic incident management events.

A member recommended a tour of the Traffic Management Center to observe the use of the traffic video cameras.

Malisa McCreedy, Gainesville Mobility Department Director, stated that a one-page summary of the traffic video camera policies would be provided to the Metropolitan Transportation Planning Organization. She noted that the traffic video cameras assist in rerouting transit around traffic incidents.

Mr. Posadas discussed and answered questions on future technology for the traffic management system and also presented an overview of the traffic signalization and traffic management center staffs.

A member discussed traffic safety concerns in some subdivisions.

Mr. Posadas stated that the Federal Highway Administration has videos to demonstrate coordinated traffic signalization. He said he would be provided them to the Gainesville Mobility Director to forward to the Metropolitan Transportation Planning Organization.

Kristen Young, representing Gainesville Citizens for Active Transportation, discussed the efficiency of the traffic management system for motorist travelling at the speed limit and concerns for single occupant vehicles and for the safety and mobility of bicyclists and pedestrians.

Mr. Posadas discussed traffic progression for the predominant direction of traffic.

Mr. Koons stated that traffic safety concerns could be referred to the Alachua County Traffic Safety Team.

A member discussed pedestrian scramble signal phase at the U.S. 441 and State Road 26 (West University Avenue) intersection.

Mr. Posadas discussed pedestrian-only signal phasing and leading-pedestrian signal phasing and answered questions.

Mr. Koons stated that the Technical Advisory Committee will address pedestrian-only signal phasing.

CA. 8 STATE ROAD 26 (WEST NEWBERRY ROAD) BIKELANES UPDATE - FLORIDA DEPARTMENT OF TRANSPORTATION RESPONSE

Chair Cornell stated that the Florida Department of Transportation has provided a response concerning the Metropolitan Transportation Planning Organization request to restripe a portion of State Road 26 (West Newberry Road) for instreet bikelanes. He discussed the response and answered questions.

A member stated concerns for accommodating private parking for a few businesses at the public expense.

Mari Schwabacher, Florida Department of Transportation Planning Specialist IV, discussed the Florida Department of Transportation response letter. She stated that the recommendation is in response to those who participated in the public meeting. She noted that the proposed alignment retains the parking and provides bikelanes.

Ms. Young, representing Gainesville Citizens for Active Transportation spoke in support of the restriping.

Chris Dawson, Alachua County Senior Transportation Planner, discussed the County's pressure-washing technique to restripe NW 16th Boulevard and the Florida Department of Transportation requirement to mill and resurface for restriping State Road 26 (West Newberry Road). He noted that the Florida Department of Transportation required technique to restripe is more expensive.

MOTION: Mayor Poe moved to authorize the Chair to sign a letter to the Florida Department of Transportation to reiterate its request to restripe State Road 26 (West Newberry Road) for protected instreet bikelanes. Commissioner Simmons seconded; motion passed unanimously.

VI. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Cornell announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for April 22, 2019 at 3:00 p.m.

VII. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member discussed pedestrian and motorist safety at the SW 6th Street roundabouts concerning yielding to pedestrians.

MOTION: Commissioner Byerly moved to refer to staff to provide roundabout safety-related recommendations to inform the public and users of roundabouts, including but not limited to signage and education. Commissioner Arreola seconded; motion passed unanimously.

B. CITIZENS

Ms. Young stated that the Gainesville Citizens for Active Transportation supports fare-free transit on the Regional Transit System for elementary, middle and high schools students. She stated that Hillsborough Leon and Polk Counties provide fare-free programs. She noted that students need access to afterschool programs.

Dan Hoffman, Gainesville Assistant City Manager, reported that the City is researching fare-free transit as part of its Transit Development Plan update and first-mile/last-mile access to transit.

A member announced that a City of Gainesville City Commission workshop concerning fare-free transit is scheduled for the evening of April 24, 2019.

C. CHAIR'S REPORT

Chair Cornell stated Interstate 75 was discussed with the staff of Congressman Ted Yoho and at a joint Alachua County-Marion County Board of County Commissioners meeting. He also noted the Suncoast Parkway extension to Georgia proposal made by the Florida Senate President Bill Galvano. He stated the position of the Metropolitan Transportation Planning Organization to support projects to enhance the safety and efficiency of Interstate 75 over the development of the Coastal Connector.

It was a consensus of the Metropolitan Transportation Planning Organization to authorize the Chair to send a letter to the Florida Department of Transportation to reiterate its position to support projects to enhance the safety and efficiency of Interstate 75 that are consistent with the Alachua County and City of Gainesville comprehensive plans and the Metropolitan Transportation Planning Organization Year 2040 Long-Range Transportation Plan.

ADJOURNMENT

The meeting was adjourned at 4:25 p.m.

Date

Charles Chestnut IV, Secretary/Treasurer

EXHIBIT A

Interested Citizens

Alyssa Brown
Charles Lane
Joshua Williams
Cheryl Wise

Alachua County

Chris Dawson
Sylvia Torres

City of Gainesville

Deborah Leistner
Dan Hoffman
Malisa McCreedy
Emmanuel Posadas

Florida Department of Transportation

None

* Via telephone

Spoke and provided written comments

t:\mike\em19\mtpo\minutes\feb25min.doc



**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.
February 25, 2019**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - December 17, 2018 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #19 CA. 2 Continuity of Operations Plan APPROVE STAFF RECOMMENDATION**
This plan is reviewed each year and revisions are made as needed.
- Page #21 CA. 3 Fiscal Year 2018 Audit ACCEPT AUDIT AND APPROVE PAYMENT**
The Metropolitan Transportation Planning Organization needs to accept the audit report and approve payment of the invoice for auditor services.
- Page #49 CA. 4 Florida Transportation Performance Management Consensus Planning Agreement - Florida Metropolitan Planning Organization Advisory Council and Florida Department of Transportation - Status Report FOR INFORMATION ONLY**
The Metropolitan Planning Organization Advisory Council has drafted revisions to the Consensus Planning Agreement to address Federal Highway Administration requirements.
- Page #71 CA. 5 State Road 222 (NE 39th Avenue) Crosswalk Update FOR INFORMATION ONLY**
The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization request concerning the midblock crossing.
- Page #87 CA. 6 State Highway System Roundabout Update State Road 121 (NW 34th Boulevard) at NW 53rd Avenue FOR INFORMATION ONLY**
The Metropolitan Transportation Planning Organization requested additional information concerning the intersection analysis and recommended roundabout configuration.

- Page #99 CA. 7 Draft Fiscal Years 2019-20 to 2023-24 Five-Year Tentative Work Program Comments - Florida Department of Transportation Response FOR INFORMATION ONLY**

The Florida Department of Transportation has provided a response to the Metropolitan Transportation Planning Organization comments on the draft Tentative Work Program.

- Page #111 CA. 9 Archer Road Rail-Trail Update FOR INFORMATION ONLY**

The Metropolitan Transportation Planning Organization requested additional information concerning the Archer Road Rail-Trail project.

- Page #117 CA. 10 Florida Senate Committee on Transportation Reorganization FOR INFORMATION ONLY**

The Florida Senate Committee on Transportation has been reorganized to become the Florida Senate Committee on Infrastructure and Security and has been asked by Senate President Galvano to develop legislation for three new rural multi-use corridors.

- Page #121 CA. 11 Florida Metropolitan Planning Organization Advisory Council - Legislative Update FOR INFORMATION ONLY**

The Florida Metropolitan Planning Organization Advisory Council discussed this update at its January 30, 2019 meeting.

- Page #127 CA. 12 Transportation Disadvantaged Program - Fiscal Year 2019-20 Planning Grant Program Agreement Resolution APPROVE RESOLUTION**

The Metropolitan Transportation Planning Organization needs to annually adopt a resolution authorizing the Chair to sign the Transportation Disadvantaged Program Planning Grant Agreement.

- Page #133 CA. 13 Transportation Disadvantaged Program - Status Report FOR INFORMATION ONLY**

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

Exhibit 1

Year 2045 Long-Range Transportation Plan Update Vision Statement, Principles and Strategies

As with previous Long-Range Transportation Plans, the vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the Year 2045 Needs and Cost Feasible Plans. The vision statement, principles and strategies are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to provide the framework for the development of the plan update. The Vision Statement for this plan update reads as follows:

A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.

This vision is supported by the following Principles and Strategies:

Principle 1: Support economic vitality

Strategy 1.1: Support transportation projects that promote economic development and tourism.

Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.

Principle 2: Increase safety and security for motorized and non-motorized users

Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.

Strategy 2.3: Support projects that increase safety and security for all users of the non-motorized transportation system.

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

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

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

- Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).
- Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.
- Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.
- Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.
- Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.
- Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.

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

- Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.
- Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.
- Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.
- Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.
- Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.

Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.

Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

Principle 6: Promote efficient system management and operation

Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.

Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.

Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Principle 7: Emphasize the preservation of the existing transportation system

Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.

Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.


Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.

Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Certification - Standard Certifications and Assurances

STAFF RECOMMENDATION

Authorize the Chair to sign the attached certification and assurance statements.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must approve and submit to the Florida Department of Transportation standard certifications and assurances attached as Exhibits 1 through 4.

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
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Gainesville MTPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Gainesville MTPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

Name: Ken Cornell
Title: MPO_Chairman_(or_designee)

4/22/19

Date

EXHIBIT 2
FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Gainesville MTPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Gainesville MTPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Gainesville MTPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Name: Ken Cornell
Title: MPO Chairman (or designee)

4.22.19
Date

EXHIBIT 3
FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Gainesville MTPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Gainesville MTPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Gainesville MTPO, in a non-discriminatory environment.

The Gainesville MTPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code

Name: Ken Cornell
Title: MPO Chairman (or designee)

4/22/19
Date

EXHIBIT 4
FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Gainesville MTPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Gainesville MTPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Name: Ken Cornell
Title: MPO Chairman (or designee)

4/22/19

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. Cancellation, termination or suspension of the contract, in whole or in part.

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.)



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Certification - Metropolitan Transportation Planning Process Certification Statement

STAFF RECOMMENDATION

Authorize the Chair to sign the attached Joint Certification Statement.

BACKGROUND

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

A joint review meeting with the Florida Department of Transportation was held on March 14, 2019. As a result of this meeting, the Florida Department of Transportation has not identified any recommendations or corrective actions for the metropolitan transportation planning process. Attached as Exhibit 1 is the Joint Certification Statement that needs to be signed by the Chair and submitted to the Florida Department of Transportation.

Attachment

EXHIBIT 1
FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION
STATEMENTS & ASSURANCES

525-010-05
POLICY PLANNING
11/17

**JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN
TRANSPORTATION PLANNING PROCESS**

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

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

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 14, 2019.

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

Name:
Title: District Secretary (or designee)

Date

Name: Ken Cornell
Title: MPO Chairman (or designee)

4/22/19

Date



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Section 5305(d) Grant Application

STAFF RECOMMENDATION

Authorize the Chair to sign the Exhibits 1 and 2 Section 5305(d) planning grant application, certifications and assurances.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area submits a grant application for Federal Transit Administration Section 5305(d) funds. These funds are used by Metropolitan Transportation Planning Organization staff to conduct bicycle, pedestrian and transit planning activities. Attached are the following documents that need to be executed and submitted by the Chair:

1. Federal Assistance SF-424 form (see Exhibit 1); and
2. Federal Transit Administration Fiscal Year 2019-20 Certifications and Assurances (see Exhibit 2).

Attachments

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
- ☒ Application
- ☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
- ☐ Continuation
- ☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier:

Not Applicable

5a. Federal Entity Identifier:

Not Applicable

5b. Federal Award Identifier:

FL- 80-009

State Use Only:

6. Date Received by State:

7. State Application Identifier: 1001

8. APPLICANT INFORMATION:

* a. Legal Name: MTPO for the Gainesville Urbanized Area

* b. Employer/Taxpayer Identification Number (EIN/TIN):

59- 1834302

* c. Organizational DUNS:

0442335900000

d. Address:

* Street1: 2009 NW 67th Place

Street2:

* City: Gainesville

County/Parish:

Alachua

* State:

FL: Florida

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code: 32653-1063

e. Organizational Unit:

Department Name:

Transportation Planning

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.

* First Name: Scott

Middle Name: R.

* Last Name: Koons

Suffix:

Title: Executive Director

Organizational Affiliation:

North Central Florida Regional Planning Council

* Telephone Number: 352.955.2200

Fax Number: 352.955.2209

* Email: koons@ncfrpc.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.505

CFDA Title:

Section 5305(d)

* 12. Funding Opportunity Number:

FL-80-0009

* Title:

Metropolitan Transportation Planning

13. Competition Identification Number:

Not Applicable

Title:

Not Applicable

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Technical Studies in Support of Fiscal Year 2019-20 Unified Planning Work Program

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424	
16. Congressional Districts Of:	
* 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"/>
17. Proposed Project:	
* a. Start Date: <input type="text" value="07/01/2019"/>	* b. End Date: <input type="text" value="06/30/2020"/>
18. Estimated Funding (\$):	
* 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"/>
* 19. Is Application Subject to Review By State Under Executive Order 12372 Process? <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.	
* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.) <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"/>	
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) <input checked="" type="checkbox"/> ** I AGREE ** 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.	
Authorized Representative:	
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="koonsoncfrpc.org"/>	
* Signature of Authorized Representative: <input type="text" value=""/>	* Date Signed: <input type="text" value=""/>

EXHIBIT 2

FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2019-20 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2019-20 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS)

Name of Applicant: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

The Applicant agrees to comply with applicable provisions of Groups 01 – 18. XX

OR

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

<u>Category</u>	<u>Certification</u>
01. Certifications and Assurances Required for Every Applicant	_____
02. Tax Liability and Felony Convictions	_____
03. Lobbying	_____
04. Private Sector Protections	_____
05. Transit Asset Management Plan	_____
06. Rolling Stock Buy America Reviews and Bus Testing	_____
07. Urbanized Area Formula Grants Programs	_____
08. Formula Grants for Rural Areas	_____
09. Fixed Guideway Capital Investment Grants and Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
10. Grants for Bus and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____
11. Enhanced Mobility of Seniors and Individuals with Disabilities Programs	_____
12. State of Good Repair Program	_____
13. Infrastructure Finance Programs.	_____
14. Alcohol and Controlled Substances Testing	_____
15. Rail Safety Training and Oversight	_____
16. Demand Responsive Service	_____
17. Interest and Financing Costs	_____
18. Construction Hiring Practices	_____

FEDERAL FISCAL YEAR 2019-20 FEDERAL TRANSIT ADMINISTRATION CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for federal assistance to be awarded by Federal Transit Administration in Fiscal Year 2019-20)

AFFIRMATION OF APPLICANT

Name of Applicant: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal laws, regulations and requirements, follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration in Federal Fiscal Year 2019-20, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Federal Transit Administration intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it seeks now, or may later seek Federal Assistance to be awarded during Federal Fiscal Year 2019-20.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to the Federal Transit Administration, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 United States Code 3801 *et seq.*, and implementing United States Department of Transportation regulations, "Program Fraud Civil Remedies," 49 Code of Federal Regulations part 31 apply to any certification, assurance or submission made to the Federal Transit Administration. The criminal provisions of 18 United States Code 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 United States Code chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name Ken Cornell, Chair Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its Federal Transit Administration-assisted Award.

Signature _____ Date: _____


Name Sylvia Torres, Attorney for Applicant

Each Applicant for Federal Transit Administration funding and each Federal Transit Administration Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Interstate 75 and U.S. Highway 441 Safety Investments Referral

STAFF RECOMMENDATION

Authorize the Metropolitan Transportation Planning Organization Chair to send a letter to the Florida Department of Transportation District 2 Secretary requesting a presentation on how the Department systematically approaches safety investments for Interstate 75 and U.S. Highway 441 in Alachua County.

BACKGROUND

The Metropolitan Transportation Planning Organization has received a request from the Alachua County Board of County Commissioners to consider requesting a Florida Department of Transportation presentation on how the Department systematically approaches safety investments for Interstate 75 and U.S. Highway 441 in Alachua County (Exhibit 1). Exhibit 2 is an Alachua County Board of County Commissioners letter to the Florida Department of Transportation District 2 Secretary concerning this issue. Exhibits 3 and 4 are letters to Senator Keith Perry concerning this issue from Sheriff Sadie Darnell and the Alachua County Board of County Commissioners.

Interstate 75 and U.S. Highway 441 are part of the National Highway System. In addition, Interstate 75 is a Florida Strategic Intermodal System facility. Currently, the Florida Department of Transportation has funded a managed-lane study for Interstate 75 in Alachua County.

Below are links to recent Interstate 75 Master Plan update activity:

<http://i75relief.org/>

<https://www.fdot.gov/docs/default-source/content-docs/planning/policy/corridors/North-I-75-Master-Plan-Summary-Report-8.2017.pdf>

<https://www.fdot.gov/docs/default-source/content-docs/planning/policy/corridors/North-I-75-Master-Plan-Report---Final.pdf>

Attachments

T:\Scott\SK19\MTPO\Memo\I-75_us441_safety_referral_mtpo_apr22.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.

Mike Escalante

From: Jeffrey L. Hays [jhays@alachuacounty.us]
Sent: Wednesday, April 10, 2019 11:47 AM
To: Scott Koons
Cc: Mike Escalante; Deborah Leistner (leistnerd1@cityofgainesville.org); McCreedy, Malisa A; Chris Dawson
Subject: County Commission Referrals to MTPO

Scott,

The County Commission wishes to refer two items to a future MTPO meeting:

- 1) Request the MTPO consider an update to the Countywide Bicycle Master Plan.
- 2) Request a FDOT presentation on how they systematically approach safety and capacity investments for I-75 and US 441 in Alachua County.

Give me a call if you want to discuss. You can also speak with MTPO Board Chair Cornell as he was involved in both discussions.

Thanks. -Jeff

Jeffrey L Hays, AICP
Transportation Planning Manager
Alachua County Growth Management
jhays@alachuacounty.us
phone: 352-374-5249
fax: 352-338-3224

PLEASE NOTE: Florida has a very broad public records law (F. S. 119). All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.



Alachua County Board of County Commissioners

Charles S. Chestnut IV, *Chair*
Robert Hutchinson, *Vice Chair*
Mike Byerly
Ken Cornell
Marihelen Wheeler

Administration
Michele L. Lieberman
County Manager

April 11, 2019

Mr. Greg Evans, District Secretary
Department of Transportation
1109 South Marion Ave
Lake City, FL 32025

RE: Support of Sheriff Sadie Darnell's concerns regarding Interstate 75 and
US Highway 441 Traffic and Safety Concerns

Dear Mr. Evans,

This letter confirms my support of Sheriff Sadie Darnell's concerns regarding safety on Interstate 75. Thirty-four miles of Interstate highway travels through the heart of Alachua County and is a major thoroughfare for commercial freight. In 2018, our county experienced 675 motor vehicle crashes, 228 of which required Fire Rescue services. These vehicle crashes resulted in 186 patients being transported to area hospitals, 41 of which were categorized as critical and 18 fatalities. This data does not include the horrific crash that took place on January 3, 2019 when 2 adults and 5 children lost their lives on the interstate.

The Board of County Commission also supports the Sheriffs concerns regarding safety on US 441 along Paynes Prairie. This past year, our local law enforcement and fire rescue personnel responded to a number of submerged vehicles that had veered off the roadway into the flooded prairie. On one of these occasions, first responders rescued 8 patients from a submerged vehicle and transported them to area hospitals.

I am asking the Department of Transportation to explore enhanced safety measures in order to protect our citizens and visitors along our roadways. I agree with the Sheriff that a barrier system needs to be constructed along the Paynes Prairie portions of Interstate 75 and US Highway 441. I am also requesting DOT to look into improved safety enhancements along our entire interstate roadway.

Sincerely,

Charles S. Chestnut, IV, Chair
Alachua County Commission
Chr19.061

CSC/HMT/jch

CC: Board of County Commissioners
Michele L. Lieberman, County Manager
Sylvia Torres, County Attorney
Harold Theus, Chief, Alachua County Fire Rescue
Sadie Darnell, Sheriff, ASO



Sheriff Sadie Darnell
Post Office Box 5489 • Gainesville, FL 32627

March 1, 2019

Senator Keith Perry
District Office
2610 NW 43rd Street, Suite 2B
Gainesville, FL 32606

RE: Interstate 75 and U.S. Highway 441 Traffic and Safety Concerns

Dear Senator Perry,

Over the past several years the Alachua County Sheriff's Office has expressed concerns to the Department of Transportation for the need of a barrier system to be constructed along the Paynes Prairie portions of Interstate 75 and U.S. Highway 441 in Alachua County. As a law enforcement agency and first responder to this area, the crashes we respond to along these portions of highway are mostly related to speed and/or driver fatigue. This area is a wetland with vegetation, alligator and snake infested waters. When our agency and other first responders arrive on scene, they immediately begin lifesaving measures. Often, these require rescue efforts to be performed on occupants of vehicles who have driven into Paynes Prairie due to a lack of barriers.

In protracted rescue missions, our Marine Operations/Underwater Recovery Team (MO/URT) will respond. These events introduce our employees to an environment that is dangerous and hazardous to their health. As first responders, we understand the dangers of this profession, but we also understand that a proactive stance to help prevent vehicles from going into these areas can greatly reduce injuries to citizens and first responders. It could also provide an increased chance of recovery and survival.

Attached to this letter are listing of crashes where our Marine Operations/Underwater Team provided rescue or recovery assistance related to traffic crashes on Interstate 75 and U.S. Highway 441 over the past 7 years. Also attached is a separate document which chronicles crashes on Interstate 75 with verified fatalities on scene.


During the timeframe of 2012 to 2018, Alachua County has experienced 2,740 crashes on Interstate 75, resulting in 30 fatalities and 821 injuries being reported. Based on the concerns previously expressed, I am formally requesting barrier systems be implemented along U.S. Highway 441 and Interstate 75 adjacent to Paynes Prairie.

(352) 367-4000

While crashes and injuries/fatalities cannot be completely eliminated, the placement of these barriers will assist in mitigating the recovery efforts for all involved parties.

Thank you for your consideration.

Sincerely,


Sadie Darnell
Sheriff


3/1/19

Attachments (2):

- A. Vehicle(s) Leaving Roadway into Paynes Prairie: Interstate 75 and U.S. Highway 441
June 2012 – February 2019 (2 pages)
- B. Interstate 75 Crash Fatalities January 2012 – January 2019 (3 pages)

xc: Commissioner Charles "Chuck" Chestnut IV, BoCC Chair (I-75 Relief Task Force Member)
Mayor Matt Surrency, Hawthorne (I-75 Relief Task Force Member)
Representative Charles "Chuck" Brannon, III
Representative Charles "Chuck" Clemons, Sr.
Representative Clovis Watson, Jr.
ACSO Chief Deputy and Majors

***Attachment A: Vehicle(s) Leaving Roadway into Paynes Prairie: Interstate 75 and US Hwy. 441
June 2012 – February 2019***

The below listing of incidents include vehicle crashes in which the vessel left the roadway and entered the water portions of Paynes Prairie. This includes both Interstate 75 as well as State Road 441.

- June 3, 2012 at 2104 hours. 7800 South US 441
Vehicle left the roadway into Paynes Prairie. Vehicle was submerged in water. Driver was unable to exit vehicle and died on scene.
- June 27, 2012 at 1722 hours. 10625 S US 441
Vehicle left the roadway and fell into Paynes Prairie. Partially submerged. Occupants were able to exit the vehicle prior to units responding.
- September 25, 2013 at 1922 hours. Interstate 75 northbound at 377 Mile Marker
Vehicle left roadway and went into culvert. Partially submerged vehicle. Occupants were able to exit the vehicle and waited for responding units.
- February 12, 2014 at 1155 hours.
Vehicle left roadway and into culvert. Partially submerged vehicle. Occupants were able to exit vehicle and wait for responding units.
- May 1, 2014 at 1523 hours. Interstate 75 northbound at 377 Mile Marker
Vehicle left the roadway and into culvert. Partially submerged. Driver was able to exit vehicle and wait for responding units.
- July 15, 2014 at 0726 hours. Interstate 75 northbound at 380 Mile Marker
Vehicle overturned and ended up in culvert. Vehicle nearly fully submerged. Occupant and dog rescued from vehicle.
- November 1, 2016 at 0607 hours. 8701 South US 441
Vehicle left the roadway and into Paynes Prairie upside down. Partially submerged in water. Driver was unable to exit the vehicle and died on scene.
- September 2, 2017 at 0030 hours. Interstate 75 northbound at 380 Mile Marker
Vehicle ran off roadway and into water. Water filled inside passenger compartment to floorboard. Adult driver and baby. Rescue completed. No injury.
- October 14, 2017 at 0436 hours. Interstate 75 northbound at 380 Mile Marker
Vehicle left the roadway as a result of the crash and entered the water where it was submerged. Driver was able to exit the vehicle prior to units responding.
- January 18, 2018 at 1249 hours. Interstate 75 northbound at 380 Mile Marker

***Attachment A: Vehicle(s) Leaving Roadway into Paynes Prairie: Interstate 75 and US Hwy. 441
June 2012 – February 2019***

Driver went off roadway into 3-4 feet of water. Stuck in vehicle until Law Enforcement Officer/Emergency Medical Services arrived to rescue.

- February 23, 2018 at 2336 hours. Interstate 75 northbound at 379 Mile Marker
Tire blew and vehicle left the roadway into culvert. Approximately 4 feet of water.
- March 18, 2018 at 0916 hours. 10625 South US 441
Driver left roadway and went into Paynes Prairie. Partially submerged vehicle. Driver was unable to exit until rescued by Law Enforcement Officer or Emergency Medical Services.
- July 15, 2018 at 0139 hours. Interstate 75 northbound at 278 Mile Marker
Vehicle spun off roadway and into culvert with approximately 4 feet of water. Vehicle occupants were able to get out of the vehicle and stand on the roof until rescue could be completed with Alachua County Fire Rescue ladder truck and rescue team.
- September 8, 2018 at 1236 hours. Interstate 75 northbound at 378 Mile Marker
Vehicle spun out, left the roadway and was submerged in standing water. Driver was able to exit the vehicle prior to units responding.
- December 16, 2018 at 1855 hours. Interstate 75 northbound at 377 Mile Marker
Vehicle left the roadway and went into the culvert. Completely submerged in water.
- January 20, 2019 at 0020 hours. Interstate 75 northbound at 380 Mile Marker
Vehicle left the roadway and went into culvert. Partially submerged vehicle. Driver was able to exit vehicle and wait for responding units to arrive.
- February 22, 2019 at 1813 hours. Interstate 75 southbound at 379 Mile Marker
Semi-truck carrying roofing materials left roadway and went into Paynes Prairie. After crossing embankment, truck entered water where it came to a stop. ACFR extended a ladder from the edge of the road to the truck and driver climbed to safety.

***Attachment B: Interstate 75 Crash Fatalities
January 2012 – January 2019***

Below is a listing of vehicle crashes with verified fatalities while Law Enforcement Officers were on scene. This list will not include crashes where patients died at the hospital or at a later date as a result of their injuries. That information is not available in our Computer Automated Dispatch system.

- January 18, 2012 at 1539 hours. Interstate 75 northbound at 390 Mile Marker
Vehicle left roadway and crashed into woods. Two occupants. One patient deceased.
- January 28, 2012 at 1456 hours. Interstate 75 southbound at 408 Mile Marker
Vehicle left the roadway and crashed into a tree. Vehicle caught fire. Driver died in vehicle. Flames made it impossible to render aid.
- January 29, 2012 at 0117 hours. Interstate 75 southbound at 379 Mile Marker
Large-scale crash incident due to fog and road conditions. Multiple vehicles, multiple fatalities. Large fire as result of crash.
- January 29, 2012 at 0455 hours. Interstate 75 southbound at 379 Mile Marker
Secondary accident to main crash. Two Entrapped. One deceased.
- January 23, 2013 at 0238 hours. Interstate 75 southbound at 387 Mile Marker
Semi vs. pedestrian. Pedestrian obviously beyond help.
- May 19, 2013 at 0036 hours. Interstate 75 northbound at 398 Mile Marker
Semi vs. pedestrian. Pedestrian entered roadway from grassy area and was struck. Pedestrian obviously beyond help.
- June 4, 2013 at 1803 hours. Interstate 75 southbound at 392 Mile Marker
Passenger vehicle accident with rollover. Multiple patients. One patient deceased on scene. Possible additional after transport to hospital.
- June 8, 2013 at 0122 hours. Interstate 75 southbound at 396 Mile Marker
Vehicle vs. Motorcycle. Motorcycle rider deceased.
- December 14, 2013 at 2008 hours. Interstate 75 southbound at 387 Mile Marker
Vehicle crash resulting in fire. Five persons in vehicle. Multiple fatalities as result of the crash and fire.
- April 9, 2014 at 1940 hours. Interstate 75 northbound at 385 Mile Marker
Vehicle left roadway and crashed into trees. Driver confirmed deceased on scene. Female child passenger possibly died at hospital.

***Attachment B: Interstate 75 Crash Fatalities
January 2012 – January 2019***

- April 16, 2014 at 1846 hours. Interstate 75 northbound at 406 Mile Marker
Vehicle overturned, left roadway and crashed into ditch. Driver died on scene prior to Law Enforcement Official or Emergency Medical Services arrival.
- November 17, 2014 at 1458 hours. Interstate 75 southbound at 387 Mile Marker
Two vehicles collided and came to rest at guardrail. One subject died as a result of injuries.
- July 29, 2015 at 1743 hours. Interstate 75 northbound at 400 Mile Marker
Semi and SUV collided and left the roadway. One subject in each vehicle required extrication. One subject died on scene.
- September 28, 2015 at 2045 hours. Interstate 75 northbound at 375 Mile Marker
Vehicle spun out of control and came to rest in median. Four subjects ejected from vehicle. One died on scene.
- January 25, 2016 at 2252 hours. Interstate 75 northbound at 385 Mile Marker
Semi vs. Motorcycle. Motorcycle rider died at impact and remained in roadway.
- May 26, 2016 at 2034 hours. Interstate 75 northbound at 385 Mile Marker
Semi vs. Motorcycle. Motorcycle rider died on scene.
- July 6, 2016 at 1248 hours. Interstate 75 southbound at 392 Mile Marker
Semi crashed into two vehicles then left roadway and came to rest in trees. One subject died on scene.
- July 28, 2016 at 2106 hours. Interstate 75 southbound at 381 Mile Marker
Semi left roadway, travelled approximately 150 feet into Paynes Prairie. Truck submerged. Driver deceased in cab of truck.
- November 21, 2016 at 1856 hours. Interstate 75 northbound at 392 Mile Marker
Vehicle rolled from southbound lanes into northbound lanes. Driver was deceased inside of vehicle prior to Law Enforcement Official or Emergency Medical Services arrival.
- March 19, 2017 at 0845 hours. Interstate 75 southbound at 397 Mile Marker
Semi vs. passenger vehicle. All three occupants of passenger vehicle died on scene.
- June 17, 2017 at 1833 hours. Interstate 75 southbound at 403 Mile Marker
Florida Highway Patrol trooper was out of vehicle working accident when he was struck and killed by vehicle.

***Attachment B: Interstate 75 Crash Fatalities
January 2012 – January 2019***

- April 24, 2018 at 0824 hours. Interstate 75 southbound at 403 Mile Marker
Vehicle left roadway and struck trees. Driver died on scene prior to Law Enforcement Official or Emergency Medical Services arrival.
- June 16, 2018 at 1234 hours. Interstate 75 southbound at 404 Mile Marker
Multiple vehicle crash. One driver died on scene prior to Law Enforcement Official or Emergency Medical Services arrival.
- July 17, 2018 at 0413 hours. Interstate 75 northbound at 386 Mile Marker
Vehicle vs. guardrail. One subject ejected and died on scene prior to Law Enforcement Official or Emergency Medical Services arrival.
- September 7, 2018 at 2324 hours. Interstate 75 southbound at 384 Mile Marker
Vehicle rolled several times and ended up in trees. Driver pinned in vehicle and died prior to Law Enforcement Official or Emergency Medical Services arrival.
- October 3, 2018 at 0449 hours. Interstate 75 southbound at 397 Mile Marker
Two vehicle crash. Vehicle rolled over, driver was ejected and died in roadway prior to Law Enforcement Official or Emergency Medical Services arrival.
- January 3, 2019 at 1542 hours. Interstate 75 northbound at 392 Mile Marker
Semi and passenger vehicle collided, crossing roadway and struck additional vehicles. Multiple vehicles involved. Multiple fatalities to include children on scene.



Alachua County Board of County Commissioners

Charles S. Chestnut IV, *Chair*
Robert Hutchinson, *Vice Chair*
Mike Byerly
Ken Cornell
Marihelen Wheeler

Administration
Michele L. Lieberman
County Manager

April 11, 2019

The Honorable Senator Keith Perry
District Office
2610 NW 43rd Street, Suite 2B
Gainesville, FL 32606

RE: Support of Sheriff Sadie Darnell's concerns regarding Interstate 75 and
US Highway 441 Traffic and Safety Concerns

Dear Senator Perry,

This letter confirms my support of Sheriff Sadie Darnell's concerns regarding safety on Interstate 75. Thirty-four miles of Interstate highway travels through the heart of Alachua County and is a major thoroughfare for commercial freight. In 2018, our county experienced 675 motor vehicle crashes, 228 of which required Fire Rescue services. These vehicle crashes resulted in 186 patients being transported to area hospitals, 41 of which were categorized as critical and 18 fatalities. This data does not include the horrific crash that took place on January 3, 2019 when 2 adults and 5 children lost their lives on the interstate.

The Board of County Commission also supports the Sheriffs concerns regarding safety on US 441 along Paynes Prairie. This past year, our local law enforcement and fire rescue personnel responded to a number of submerged vehicles that had veered off the roadway into the flooded prairie. On one of these occasions, first responders rescued 8 patients from a submerged vehicle and transported them to area hospitals.

I am asking the Department of Transportation to explore enhanced safety measures in order to protect our citizens and visitors along our roadways. I agree with the Sheriff that a barrier system needs to be constructed along the Paynes Prairie portions of Interstate 75 and US Highway 441. I am also requesting DOT to look into improved safety enhancements along our entire interstate roadway.

Sincerely,

Charles S. Chestnut, IV, Chair
Alachua County Commission
Chr19.060


CSC/HMT/jch

CC: Board of County Commissioners
Michele L. Lieberman, County Manager
Sylvia Torres, County Attorney
Harold Theus, Chief, Alachua County Fire Rescue
Sadie Darnell, Sheriff, ASO



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Alachua Countywide Bicycle Master Plan Update Referral

STAFF RECOMMENDATION

Refer the Alachua Countywide Bicycle Master Plan update to the Metropolitan Transportation Planning Organization advisory committees for incorporation in the List of Priority Projects.

BACKGROUND

The Metropolitan Transportation Planning Organization has received a request from the Alachua County Board of County Commissioners to consider updating the Alachua Countywide Bicycle Master Plan (Exhibit 1). This plan was completed in 2001. The Transporting Ecologies addendum was completed in 2004. This document aggregated various corridors into “braids.” The Archer Braid document was completed in 2008. Below are links to these documents:

http://ncfrpc.org/mtpo/publications/BMP_Update/GainesvilleBicycleMasterPlan.pdf

http://ncfrpc.org/mtpo/publications/BMP/Report_Addendum_Final.pdf

http://ncfrpc.org/mtpo/publications/Archer_Braid/Archer_Braid_Final_Report_Web.pdf

Exhibit 2 is an Alachua County staff report on the Alachua Countywide Bicycle Master Plan that includes a recommendation to update the plan. Exhibit 3 is an Alachua County staff report concerning the implementation of the Alachua Countywide Bicycle Master Plan.

The draft List of Priority Projects will be presented to the Metropolitan Transportation Planning Organization for approval and submission to the Florida Department of Transportation at its June 24, 2019 meeting.

Attachments

Mike Escalante

From: Jeffrey L. Hays [jhays@alachuacounty.us]
Sent: Wednesday, April 10, 2019 11:47 AM
To: Scott Koons
Cc: Mike Escalante; Deborah Leistner (leistnerd@cityofgainesville.org); McCreedy, Malisa A; Chris Dawson
Subject: County Commission Referrals to MTPO

Scott,

The County Commission wishes to refer two items to a future MTPO meeting:

- 1) Request the MTPO consider an update to the Countywide Bicycle Master Plan.
- 2) Request a FDOT presentation on how they systematically approach safety and capacity investments for I-75 and US 441 in Alachua County.

Give me a call if you want to discuss. You can also speak with MTPO Board Chair Cornell as he was involved in both discussions.

Thanks. -Jeff

Jeffrey L Hays, AICP
Transportation Planning Manager
Alachua County Growth Management
jhays@alachuacounty.us
phone: 352-374-5249
fax: 352-338-3224

PLEASE NOTE: Florida has a very broad public records law (F. S. 119). All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.



Braid Implementation Update


Alachua County Board of County
Commissioners

Chris Dawson, AICP


9/25/18 Board Direction

1. Approve the proposed project list from staff moving #2 to #6 (return with site specific information requested by Commissioner Pinkoson for that project).
2. Change the name for the #3 project to "Kincaid Loop" project and evaluate if a wider, one-side of the road facility, is more beneficial, in discussion with user/stakeholder groups.
3. Staff to propose a plan of action for our community building the next high priority braid project as defined by the master plan and the study (determine highest priority project and what we would do if we did it ourselves, not relying on a grant.)

Alachua Countywide Bicycle Master Plan

- Prepared by the MTPO in 2001
 - Included over 900 segments and identified potential bicycle facilities for each one
 - Also prioritized the individual segments
- 

Transporting Ecologies

- Published in 2004 by the MTPO
 - Presented as an Addendum to the Alachua Countywide Bicycle Master Plan
 - Provided the original Braid ideas, as well as the concepts of Loops and Nets
- 


Nets – Neighborhood Connectivity

- Characterize the street grid system and networks of neighborhood streets
- Strategies promote short-cut bicycle/pedestrian-only routes
- Analysis Factors:
 - Opportunities for neighborhood connectivity
 - Safe routes to school — Alachua County “neighborhood schools”
 - Travel distance reductions within destination logics
 - Potential for local bicycle travel “off” arterial connectors (1 to 3 miles)


Braids – Local Connectivity

- The arterial linkages that included existing streets, roads and paths (green spaces and recovered utility corridors) linking residential areas with commercial and employment destinations.
- Promote routinized cycle commuting as the most direct routes and need to be continuous between key destinations in Gainesville
- Recommendation strategies utilize existing right-of-way or easements from roads, rail, or utility corridors to achieve a highly connected network optimizing high use destinations such as the University of Florida

Braids – Local Connectivity

- Analysis Factors:
 - Streets, lanes, paths & green way path types (braided threads)
 - Destination analysis & prioritization (centripetal linkages)
 - Segment cost benefit ratio analysis (2001 data)
 - Cycling barriers analysis (Identify difficult topographic & geographic obstacles)
 - Quality of Service (QOS) analysis (existing inventory & QOS visualization)
 - Hydrology matrix (watersheds & riparian corridors)
- 

Loops – Rural Connectivity

- Rural cycle routes that provide connectivity to the natural areas, parks and adjacent communities typically used as competition and recreational circuits
 - Preferred existing and potential new routes to focus resources toward enhanced infrastructure and potential expansion
- 

Loops – Rural Connectivity

- Analysis Factors:
 - Identification and map existing use (formalized rides & routes)
 - Evaluate new Loop potentials
 - Identify potential for extended regional connectivity
 - Identify natural capital potentials
 - Loop multiplicity (support varied user levels)

Transporting Ecologies Braid Priorities

Priority (highest to lowest)	Braid Designation	Public (low score highest priority)	Cost Benefit (100 best)	Latent Demand (100 best)	Funds
1	Archer (Hull Rd ext)	1	98	70	partial
2	Alachua	2	100	81	initial
3	University	3	91	78	no
4	Hawthorne (6 th St. rail-trail)	4	98	92	partial
5	Bivens	6	92	68	no
6	Westside	8	100	80	no
7	Millhopper	5	87	79	no
8	Glen Springs	7	75	82	no



Archer Braid



- Largely Completed except
 - Veteran's Park to Celebration Pointe - \$3,000,000
 - SW 34th Street grade-separated crossing @ Hull Road - \$2,000,000
- Extended to go all the way to Archer

Alachua Braid



Alachua Braid TE
Section Status
COMPLETE
GAP

Alachua Braid
Implementation
Map

Prepared by Alachua County
Transportation Department
Bicycle and
Pedestrian Division
June 2018

0 0.5 1 2 Miles

- Largely Completed except
 - Bicycle Lane gap from SW Archer Rd. to NW 23rd Avenue – partially implemented by Bicycle Boulevard

University Braid



University Braid TE
Section Status
COMPLETE
PLANNED
GAP

University Braid
Implementation
Map

Prepared by Alachua County
Transportation Department
Bicycle and
Pedestrian Division
June 2018

0 1 2 4 Miles

- Required significant Corridor Studies to implement
- Constrained roadways
- State can/will implement bike lanes east of Waldo with resurfacing

Hawthorne Braid



- Completion of last segments requires railroad abandonment and environmental remediation – next section happening now

Bivens Braid



- County could implement large portion of remaining section in Serenola Forest

Westside Braid



- Remaining Section from Newberry Road to NW 16th Boulevard
 - \$3,000,000 implementation cost

Millhopper Braid



- Section from NW 51st Street to NW 83rd Street to be completed with NW 23rd Avenue improvement
- Section from NW 13th Street to North Main
 - Approximately \$3,000,000

Glen Springs Braid



- NW 23rd Avenue is a State-maintained facility that is constrained and curb-and-gutter
- NW 23rd Boulevard implementation could occur in-road or sidepath

Recommendations

- Complete Braids as resurfacing/reconstruction allows, and identify bicycle boulevards as appropriate alternative routes
- Refer to the MTPD a request to update the Alachua Countywide Bicycle Master Plan with specific focus on facilities within the municipalities and an implementation plan for inter-city routes

REVIEW OF BRAIDS IDENTIFIED IN TRANSPORTING ECOLOGIES

Prepared for:

Alachua County Board of County Commissioners

Prepared by:

Alachua County Growth Management Department

In Conjunction With:

City of Gainesville Public Works Department

Gainesville Metropolitan Transportation Planning Organization

University of Florida Planning, Design & Construction Division

Originally Produced May 1, 2014

Updated January 25, 2019

BACKGROUND

The Alachua Countywide Bicycle Master Plan was adopted in 2001. The document, produced by Sprinkle Consulting, Inc. for the Metropolitan Transportation Planning Organization (MTPO), reviewed bicycle facilities for nearly all roadways within Alachua County and provided a Benefit-Cost Analysis for needed improvements and a prioritization of each segment. The study provided a ranking of more than 900 segments of facilities in the County. The study recommended one of several types of facilities that would be proposed for a given segment. The types of facilities included both in-road (bike lane or paved shoulder) or off-road (sidepath, off-road trail). For some facilities where no specific improvement could be identified, segments were identified as requiring a corridor study.

One issue with the Bicycle Master Plan was that the large amount of segmentation made implementation difficult. As a follow up, an Addendum was produced. Titled "Transporting Ecologies" and produced in 2004 by the School of Architecture at the University of Florida, the study attempted to combine tiers of longer facilities from the segments included in the original Bicycle Master Plan. Based upon the characteristics of the segments identified, the study consolidated and named eight "Braids" intended to serve as main routes for bicycle transportation. Each of the Braids included several segments and, taken together, form the spine for bicycle mobility within the Gainesville urbanized area. These Braids did not extend past the edge of the County's Urban Cluster.

This review was originally presented to the Board of County Commissioners in 2014. The Review has been updated per Board direction given on September 25, 2018. The following is a review of each of the identified Braids and their current status.

ARCHER

The Archer Braid was identified as the highest priority of the Braids. Running generally from Southwest 91st Street in the west to the intersection of Northeast 39th Avenue and Waldo Road in the east, the Archer Braid could be considered as the main Braid linking each of the other Braids together. Although a specific alignment was identified in Transporting Ecologies, during attempts to implement the Braid a different alignment was determined. Through a combination of funding sources, this Braid has been nearly completed. The County has completed portions of the Braid from Southwest 91st Street and Archer road north to Southwest 46th Boulevard, east along Southwest 46th Boulevard to Tower Road, north along Tower Road to Southwest 41st Place, and east along Southwest 41st Place to Southwest 71st Terrace. The next section of the Braid, which will bring it across Lake Kanapaha and I-75 is being funded as part of the Developer's Agreement with Celebration Pointe Transit Oriented Development. Celebration Pointe has already constructed the portion within their development area and across the I-75 overpass. The County continues to work with Celebration Pointe on funding the portion across Kanapaha Prairie.

Butler Plaza, as part of development of Butler Plaza North, has constructed the segment running from I-75 through its development and up to Southwest 24th Avenue. The Braid continues north along Southwest 38th Terrace to Southwest 20th Avenue. The Braid was constructed as a requirement of the Village Point development, to Southwest 34th Street. A grade-separated crossing of Southwest 34th Street is identified in the MTPO's list of priority projects. However, challenges exist with cost and ownership issues as it traverses multiple properties.

The Braid continues across the University of Florida campus on the Cross Campus Greenway, which was constructed by the University of Florida. The Cross Campus Greenway connects to the intersection of Newell Drive and Archer Road, providing access to the existing multi-use path on the south side of Archer Road. From here, the Braid continues on the old rail bridge across Southwest 13th Street and onto the Depot Road Rail-Trail. The Depot Avenue Trail has been improved through a recently completed construction project by the City of Gainesville. This connects to the Downtown Connector and then to the existing Waldo Road Greenway to Northeast 39th Avenue and the end of the Braid. Effectively, with the exception of the grade-separated crossings of SW 34th Street and Kanapha Prairie, the entire Braid as identified in Transporting Ecologies has been constructed. Staff can identify no additional projects for this Braid.

ALACHUA

The second priority Braid in Transporting Ecologies is the Alachua Braid. This Braid encompasses the West 13th Street corridor from Williston Road on the south end to Northwest 23rd Street on the north end. Transporting Ecologies identifies in-street bike lanes as an appropriate solution for moving cyclists on this Braid. Some portions of the Braid are complete. The segment from Williston Road to Archer Road includes bike lanes that are buffered north of Southwest 25th Place. From just north of Archer Road to Northwest 23rd Avenue there is no dedicated bicycle facility in the 5-lane urban section. This also includes the bridge over Northwest 8th Avenue. Beginning just north of Northwest 23rd Avenue, bike lanes continue to the intersection with Northwest 6th Street. As part of a repaving project, the Florida Department of Transportation will be striping the existing paved shoulder as a bike lane to and past the end of the Braid at Northwest 23rd Street, where the new Wal-Mart has been constructed.

That portion of the Braid where no facility exists is right-of-way constrained which limits opportunities for either in-street or off-street facility improvements. However, the City of Gainesville has taken an alternate approach in constructing a "bike boulevard" parallel to the corridor. Utilizing Northwest 12th Street, the bike boulevard includes enhanced signage and striping to facilitate efficient bicycle flow on an alternative route extending from Depot Avenue to the intersection of Northwest 13th Street and Northwest 19th Place. This is a cost-effective solution which provides a convenient alternative to the West 13th Street corridor.

UNIVERSITY

The University Braid is the major east-west cycle route envisioned by Transporting Ecologies. The Braid follows State Road 26 from West 122nd Street in the west to the point where SR 26 bends north, just east of Newnan's Lake. University Braid links numerous residential, commercial and educational areas, but also has areas of constrained right-of-way that limit the implementation of bicycle supporting infrastructure.

Bike lanes are present from West 122nd Street to West 109th Drive. However, from this point until east of Northwest 8th Avenue intersection there are no bicycle facilities. There are sidewalks on both sides, but there are also numerous side streets. This area, which includes I-75 and the Oaks Mall, is right-of-way constrained. Staff recommends that a dedicated Corridor Study be utilized to identify an appropriate bicycle network implementation in this area. However, as this facility is on the Strategic Intermodal System, it is unclear what alternatives the Florida Department of Transportation will allow to be implemented within the right-of-way. Staff recommends that, if the Board wishes to proceed with projects, a consultant be hired to work with the various agencies to identify solutions.

Bicycle lanes continue to the east to Gale Lemerand Drive, except between West 43rd Street and West 38th Street, where on-street parking is located. At this point, the bike lanes again drop. However, on the south side of the road is a wide sidewalk that can be used for cycling. However, there is also significant pedestrian traffic in the area limiting quick progress by bikes. On-street parking on alternating sides of the road in the area also limits the ability of bicyclists to safely travel in vehicle lanes. Although on-street parking drops east of West 6th Street, there are no bicycle lanes east through to the end of the Braid.

The City of Gainesville is currently working to implement a "bike boulevard" parallel to University Avenue. The boulevard runs along Northwest 3rd Avenue from Northwest 21st Street to Northwest 6th Street. At Northwest 6th Street the bike boulevard transitions to North 2nd Avenue to Northeast Boulevard and finally to Northeast 5th Avenue to Waldo Road. This project is funded and will commence after completion of the West 12th Street bike boulevard. In addition to the northern bike boulevard, the City is enhancing bike lanes on Southwest 2nd Avenue between Southwest 13th Street and Southwest 6th Street to enhance visibility of bicyclists in a high usage corridor.

A multi-modal corridor study was completed in 2016 for the Gale Lemerand to Hawthorne Road segment. Several improvements were identified in the study. However, to date, none of the projects have been funded. Most of the projects related specifically to pedestrian safety enhancements.

HAWTHORNE (6TH ST. RAIL-TRAIL)

The Hawthorne Braid was ranked in Transporting Ecologies as the #4 Immediate Priority. This Braid includes those segments identified as the Downtown Connector and the 6th Street Rail-Trail. It runs, generally, from Northeast 23rd Avenue south and east to the Gainesville-Hawthorne Trail at Boulware Springs. The Braid is made up almost exclusively of former rail corridors and is envisioned as an off-road facility.

The Hawthorne Braid is largely completed. The northernmost section, from Northwest 16th Avenue to Northeast 23rd Avenue is currently unfunded, but is listed on the City's needed bicycle facilities list. CSX continues to maintain ownership although the tracks have been removed. The segment from Northwest 16th Avenue to Northwest 10th Avenue has been finished for some time. The portion between Northwest 10th Avenue and Southwest 2nd Avenue was finished in 2015. From Southwest 2nd Avenue to Depot Avenue is fully constructed. The Downtown Connector, which runs in the old railroad right-of-way is constructed from Depot Avenue to Boulware Springs, the end point of the Braid. Although not required for the implementation of the Braid, Staff from the City and County have identified a potential improvement that utilizes a grade-separated crossing at Williston Road.

BIVENS

The Bivens Braid was envisioned to run from the north-central University of Florida campus south to Rocky Point Road. The Braid would have included both off-road and in-road facilities. The Braid is largely finished.

That portion of the Braid that is within the University of Florida campus runs along Gale Lemerand Drive and is composed of bike lanes. At its intersection with Archer Road, the Braid was conceptually envisioned to include a segment that ran generally south to Bivens Arm. This conceptual segment was called the 23rd Road Trail in the original 2001 Bicycle Master Plan. However, the alignment shown on the map included with the study has this segment running through what are today buildings, into Bivens Arm and finally to the SW 23 Terrace Trail. However, as an alternative, this segment of the Braid can now run west on Archer Road on a multi-use path (with a short gap where SW 16th Ave and Archer Split, where there is a sidewalk) then south on the SW 23 Terrace Trail.

The SW 23 Terrace Trail continues south to Williston Road (SR 331). The Transporting Ecologies study also proposed for Bivens Braid to continue south from Williston Road along a Duke Energy power line easement slightly west of the intersection of Southwest 23rd Terrace and Williston Road. This easement on private property runs approximately halfway to Southwest 63rd Avenue (Rocky Point Road). This property is currently in the process of being acquired for the Alachua County Forever program. However, the easement for the power lines will continue to be controlled by Duke Energy.

The property south of the power line easement is also in private control and is within the Idylwild/Serenola Special Area Study with a maximum density of 2 dwelling units per acre. Additionally, Rocky Point Road does not currently have bicycle facilities. This southern segment of the Braid, therefore, may be best addressed as future development occurs in the area. Especially given the potential future low density development of this area and the existing agricultural uses in the area, Staff would not recommend active pursuit of corridor for an off-road trail at this time.

WESTSIDE

The Westside Braid would follow West 34th Street from Williston Road to Northwest 53rd Avenue. According to Transporting Ecologies, the appropriate facility for this Braid is an in-street bike lane. Currently, bike lanes exist from Williston Road to just north of University Avenue. Between University Avenue and Northwest 16th Blvd there is no cycling facility (there are sidewalks on both sides of the road, but they are not of sufficient width to be designated cycling facilities). North of Northwest 16th Blvd. bike lanes pick up again. These bike lanes continue to Northwest 53rd Avenue.

The section that is missing is a constrained facility. This is a three lane section with curb and gutter with residential driveways located on both sides of the roadway. Each lane is 12' wide. Providing bike lanes on this section of road will likely require moving the curb line and, potentially, reducing lane widths. Based upon FDOT cost estimates, adding bike lanes to this section will cost approximately \$5,000,000.

MILLHOPPER

The Millhopper Braid runs, generally, from Santa Fe College in the west to Waldo Road along Northwest 23rd Avenue, Northwest 16th Boulevard and North 16th Avenue. Although Transporting Ecologies does not provide much detail about facility selection, several parts of the Braid have been implemented. A multi-use path on Northwest 83rd Street from Santa Fe College to Northwest 23rd Avenue is constructed. When the Northwest 23rd Avenue project is funded by Alachua County, both bike lanes and a multi-use path are planned. The section of this Braid from Northwest 55th Street to Northwest 13th Street is completed and includes in-street bicycle lanes, as identified in the Bicycle Master Plan. Beginning at Northwest 13th Street, Northwest 16th Avenue becomes a three lane facility. From Northwest 13th Street to Main Street there is no dedicated bicycle facility but sidewalks are located on both sides of the road. At Main Street the road becomes two lanes and there are bike lanes to Waldo Road. As part of the upcoming resurfacing project, these bicycle lanes will be upgraded.

The section missing a bicycle facility, from Northwest 13th Street to North Main Street, has curb and gutter with three 12-foot lanes. Within the existing curb there is not room to add a bike lane. It may be possible to widen the sidewalk on the south side of the road to

become a multi-use path. Adding bike lanes to this segment would cost approximately \$5,000,000.

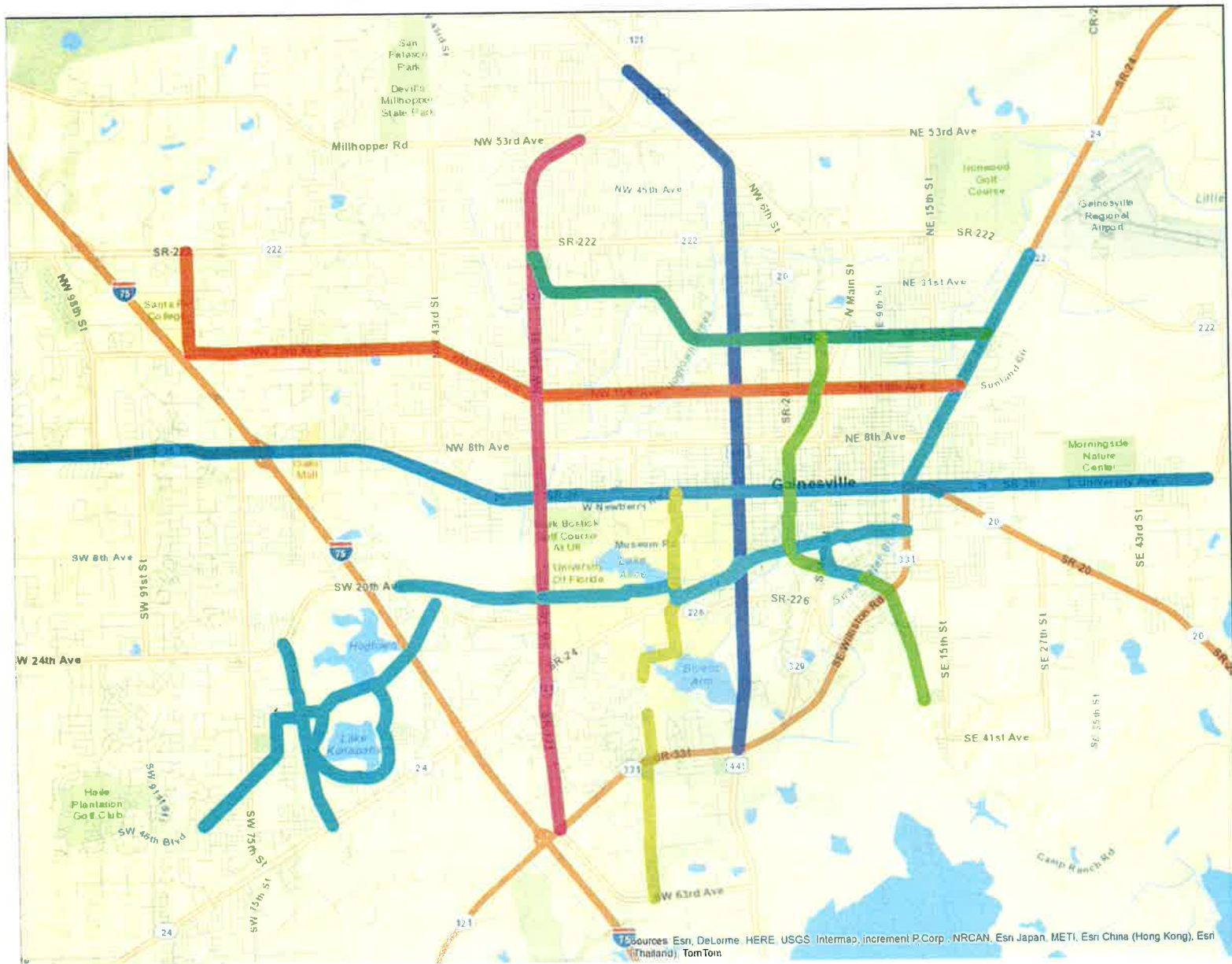
GLEN SPRINGS

The Glen Springs Braid was ranked last in Transporting Ecologies and has had the least amount of work done for completion. The Braid runs from Northwest 34th Street east along Glen Springs Road to Northwest 13th Street. From there, it follows North 23rd Avenue to Waldo Road. In addition, the City of Gainesville has proposed extending this Braid to Northwest 53rd Avenue along Northwest 34th Street.

Although there is an existing sidewalk along the Glen Springs Road, it is need of repair and is not a dedicated bicycle facility. The roadway here does not have a shoulder or bike lane. The City of Gainesville has identified this section for a multi-use path that ties into the bike boulevard system at Northwest 16th Terrace. From Northwest 13th Street east is a State maintained four lane urban facility. Providing bicycle lanes would require moving the curb and narrowing lanes. The estimated cost for installing bicycle lanes for this entire section would be approximately \$12,000,000.

IDENTIFIED PROJECTS

Braid	Project	Estimated Cost
Archer	Kanapaha Prairie Crossing	\$3,000,000
Archer	Grade Separated Crossing at SW 34 th Street	\$2,000,000
Hawthorne	Grade Separated Crossing at Williston Road	\$2,000,000
Bivens	Multi-use Path south of Williston Road	\$600,000
Westside	In-street bicycle lanes on NW 34 th Street from University Avenue to NW 16 th Blvd	\$5,000,000
Millhopper	In-street bicycle lanes on NW 16 th Ave from NW 13 th Street to Main Street	\$4,500,000
Glen Springs	In-street bicycle lanes on NW 23 rd Avenue from NW 13 th Street to Waldo Road	\$12,000,000



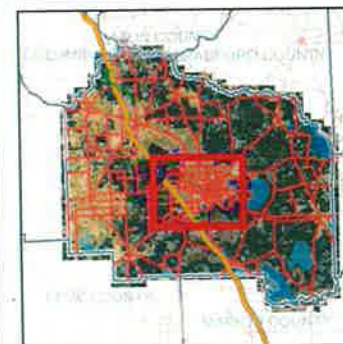
Bicycle Master Plan Addendum Braid Map

- Legend**
- BRAID**
- Alachua
 - Archer
 - Bivens
 - Glen Springs
 - Hawthorne
 - Millhopper
 - University
 - Westside

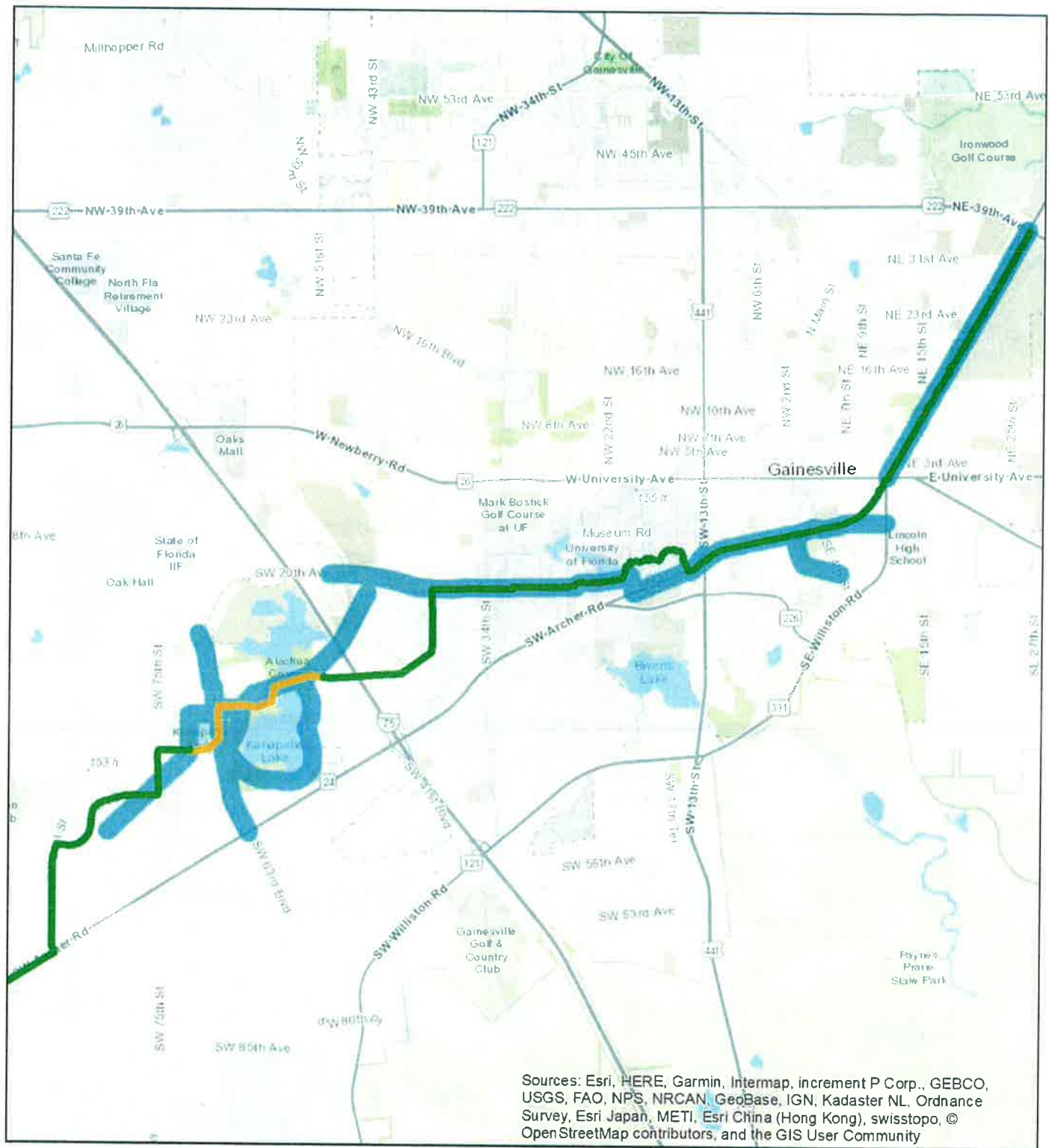


Prepared by Alachua County
Growth Management Department
April 2014
Data Valid for
Display Purposes Only

0 0.5 1 2
Miles



Sources: Esri, DeLorme, HERE, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom



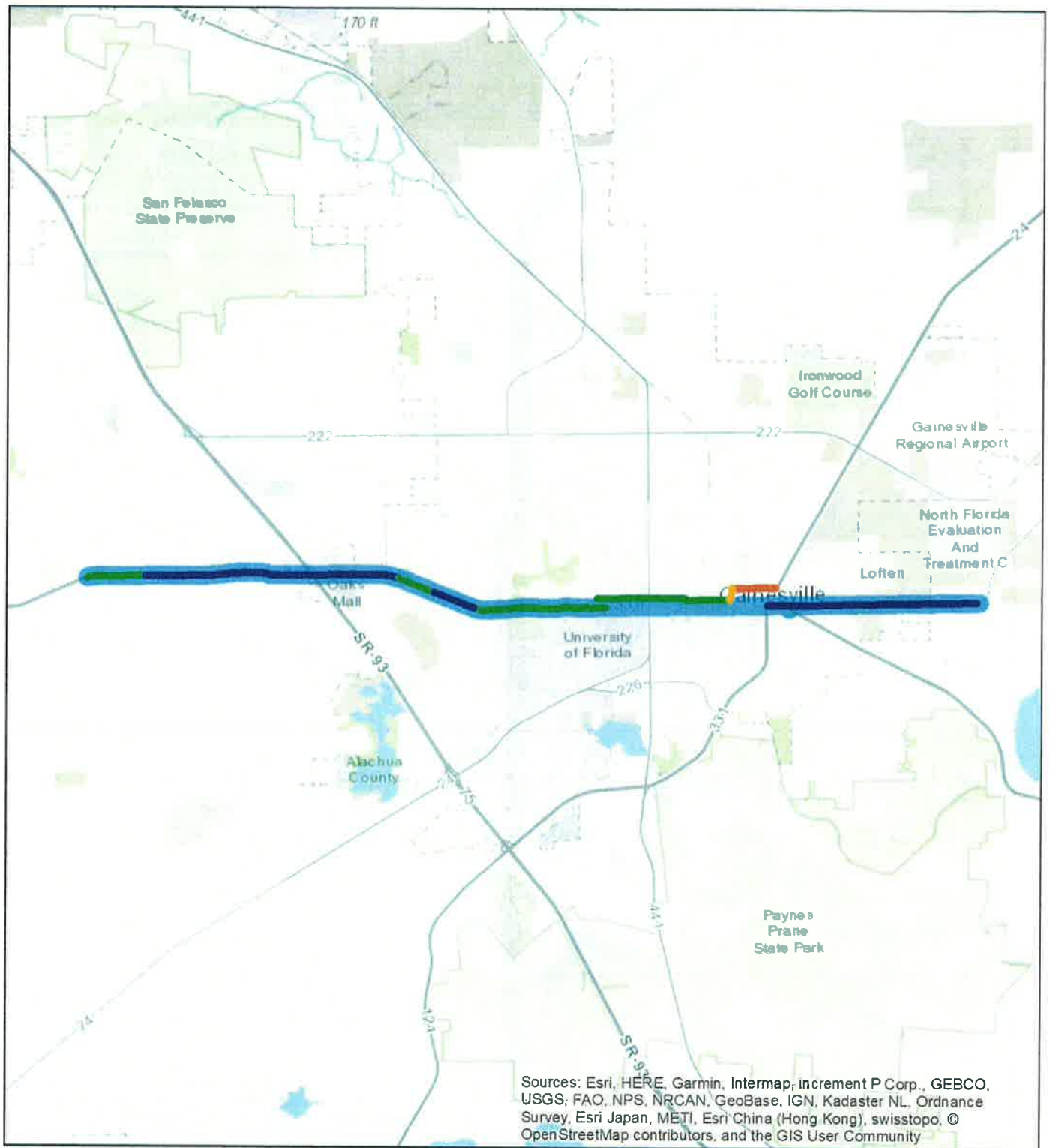
Archer Braid Implementation Map

- Archer Braid TE
Section Status**
- Archer Braid TE
 - COMPLETE
 - FUNDED

Prepared by Alachua County
Growth Management Department
October 2018
Data Valid for
Display Purposes Only

0 0.5 1 2
Miles



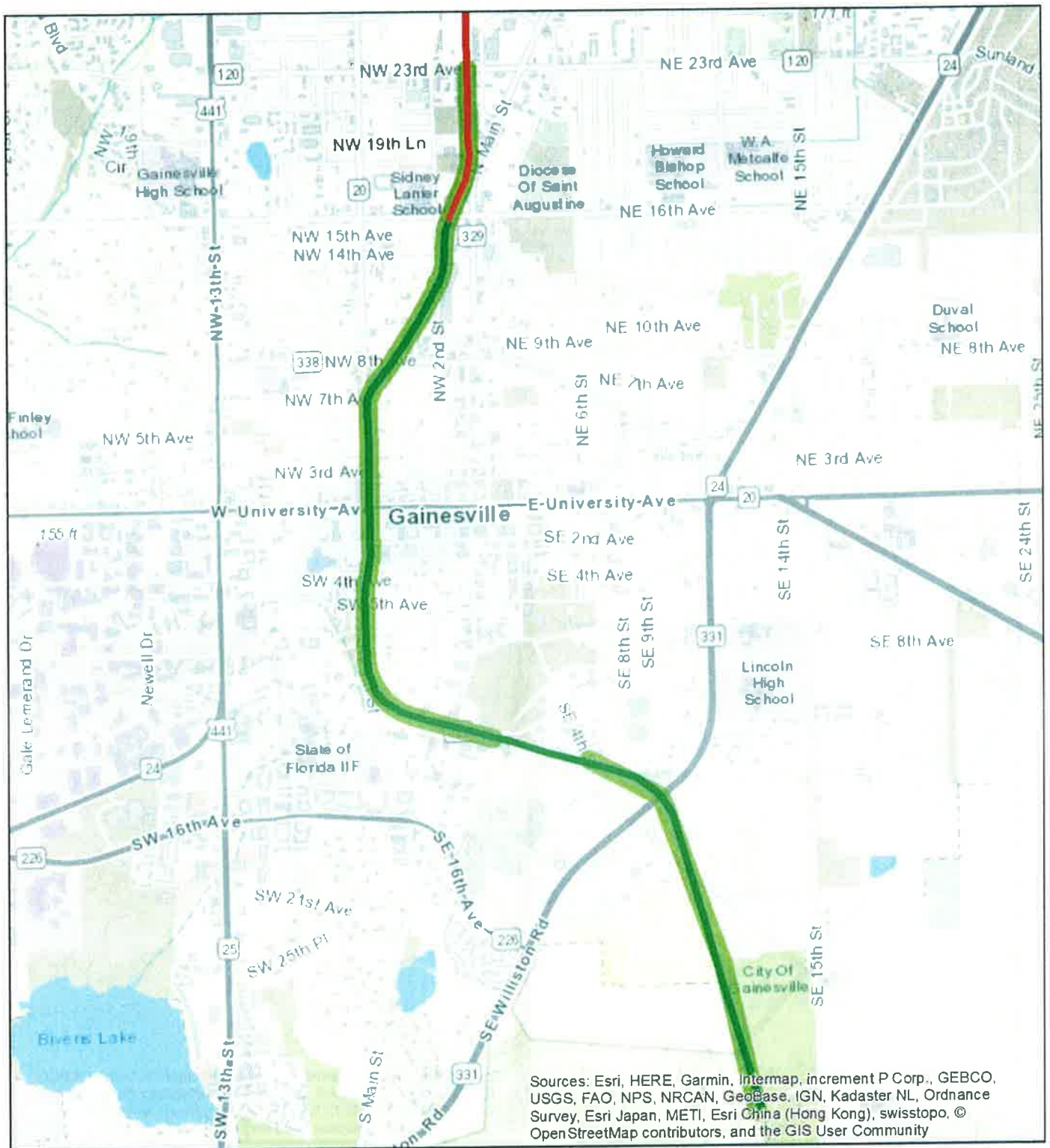


- University Braid TE**
- Section Status**
- COMPLETE
 - FUNDED
 - PLANNED
 - GAP

University Braid Implementation Map

Prepared by Alachua County
Growth Management Department
October 2018
Data Valid for
Display Purposes Only





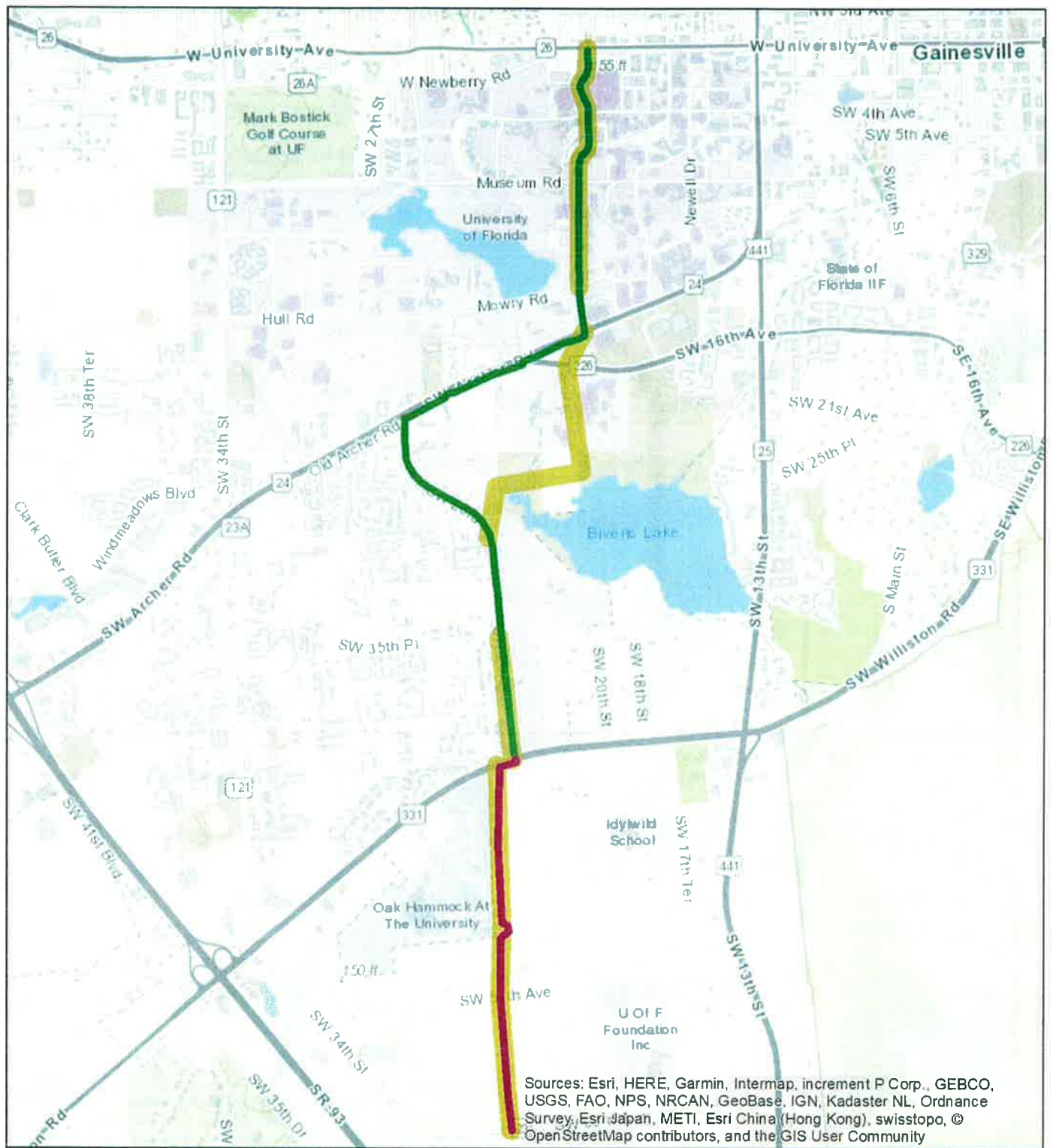
Hawthorne Braid Implementation Map

- Hawthorne Braid TE
- Section Status**
- COMPLETE
- PLANNED

Prepared by Alachua County
Growth Management Department
October 2018
Data Valid for
Display Purposes Only

0 0.275 0.55 1.1 Miles



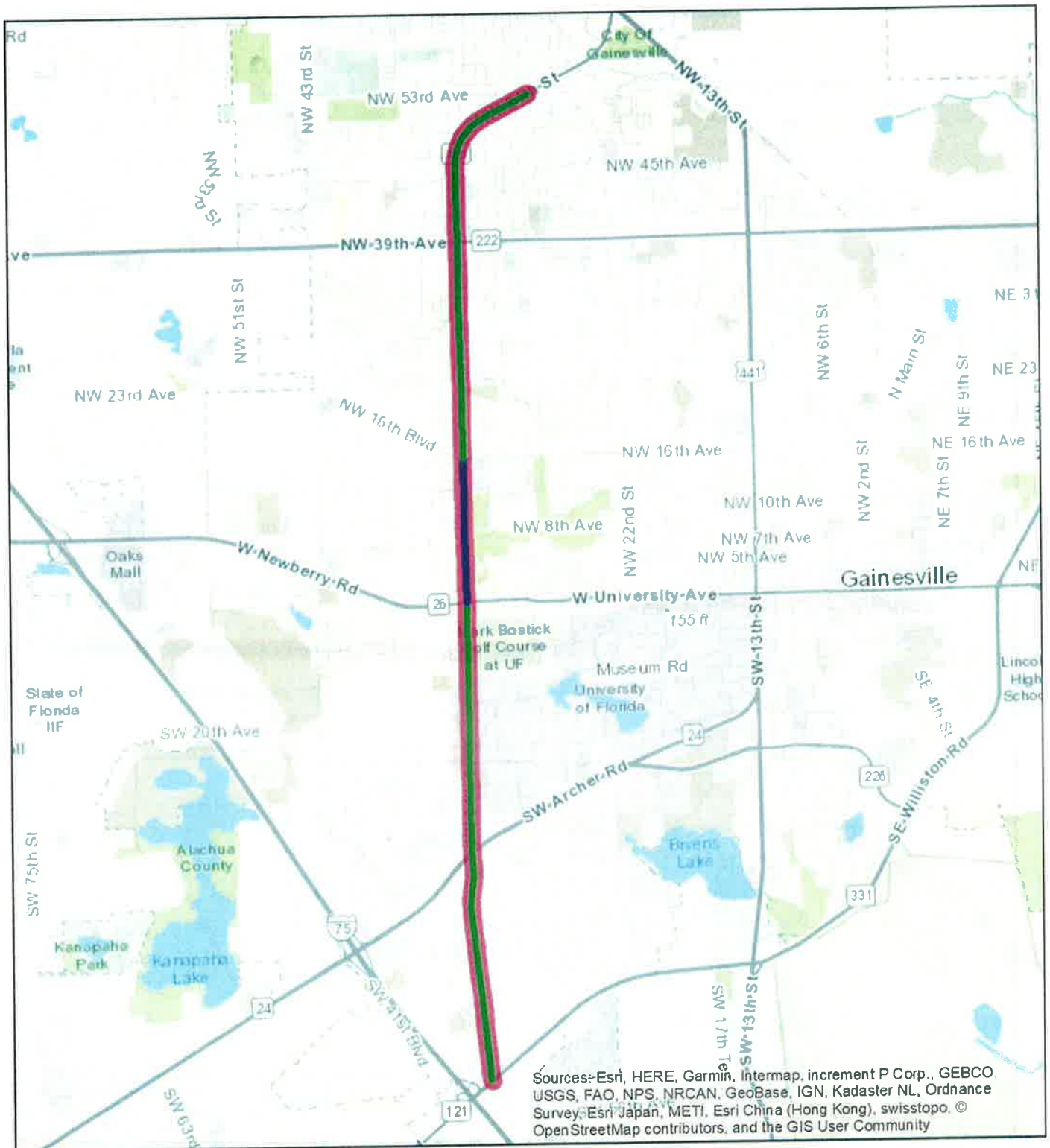


Bivens Braid Implementation Map

- Bivens Braid TE**
- Section Status**
- COMPLETE
 - FUTURE

Prepared by Alachua County
Growth Management Department
October 2018
Data Valid for
Display Purposes Only





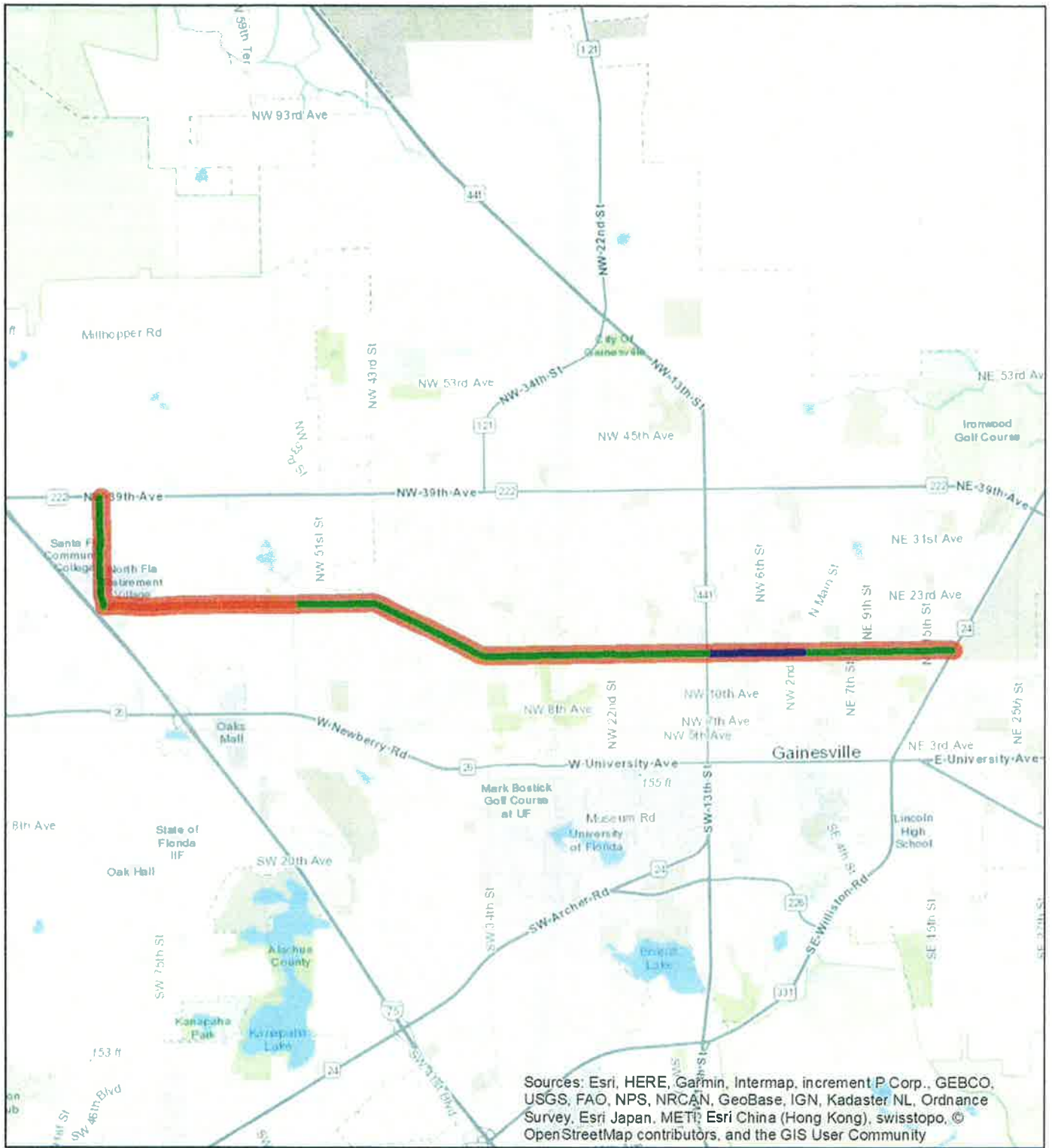
Westside Braid Implementation Map

- Westside Braid TE**
- Section Status**
- COMPLETE
 - GAP

Prepared by Alachua County
Growth Management Department
October 2018
Data Valid for
Display Purposes Only

0 0.5 1 2 Miles





Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community

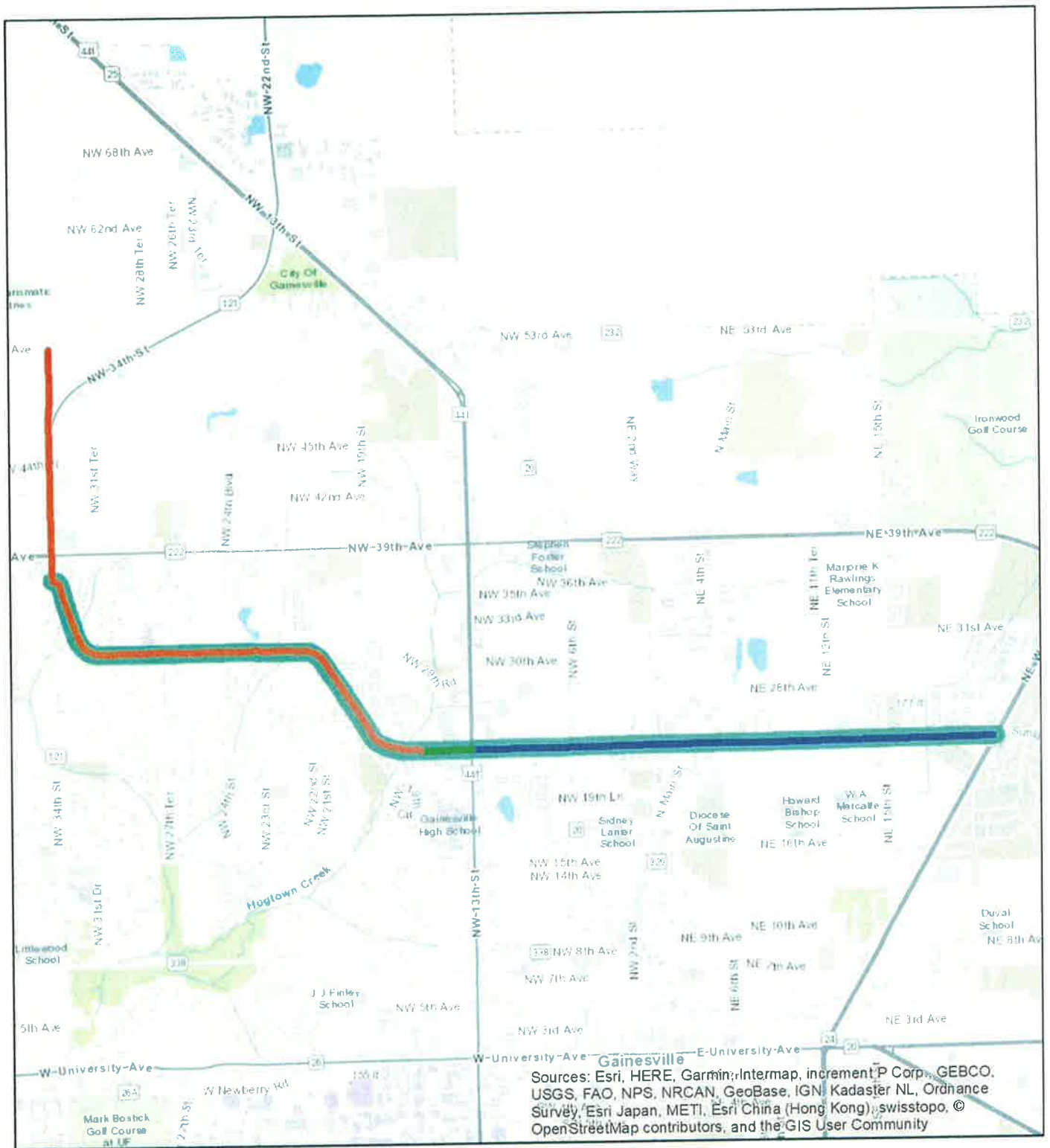
- Millhopper Braid TE
- Section Status**
- COMPLETE
- PLANNED
- GAP

Millhopper Braid Implementation Map

Prepared by Alachua County
Growth Management Department
October 2018
Data Valid for
Display Purposes Only

0 0.5 1 2
Miles





Prepared by Alachua County
Growth Management Department
October 2018
Data Valid for
Display Purposes Only

0 0.375 0.75 1.5 Miles





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

April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: State Road 121 (NW 34th Street) Turnlane at NW 30th Place (Rock Creek Subdivision)

STAFF RECOMMENDATION

The Citizens Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation reevaluate the intersection of State Road 121 (NW 34th Street) at NW 30th Place (Rock Creek Subdivision) for safety warrants and, if warranted, install turnlanes at the intersection.

BACKGROUND

At its April 3, 2019 meeting, the Citizens Advisory Committee discussed safety concerns at the State Road 121 (NW 34th Street) Turnlane at NW 30th Place (Rock Creek Subdivision) intersection.

At its December 5, 2016 meeting, the Metropolitan Transportation Planning Organization discussed the Florida Department of Transportation State Road 121 (NW 34th Street) Left Turn Lanes Technical Memorandum. During this 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 that the Florida Department of Transportation:

- 1. Include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on State Road 121 (NW 34th Street);*
- 2. Develop the project with:*
 - 40 miles per hour design speed with a 35 miles per hour posted speed;*
 - 11-foot travel lanes; and*
 - Five-foot designated bicycle lanes with two-foot buffer;*
- 3. Defer project design to Fiscal Year 2018-19, but not change the construction date of 2020-21; and*
- 4. Consult with the Florida Department of Transportation regarding shared-funding to supplement Federal Safety Funds to construct the project as a complete street with protected bikelanes.*

The State Road 121 (NW 34th Street) Turnlane project (4394901), which is funded by federal safety funds, is scheduled for construction in Fiscal Year 2020-21. Exhibits 1 and 2 are schematics of the proposed State Road 121 (NW 34th Street) left turnlanes.

Attachments

t:\scott\sk19\mtpo\memo\nw34st_rock_creek_turnlane_mtpo_apr22.docx

EXHIBIT 1

State Road 121 Turnlanes Conceptual Plan - Existing Conditions

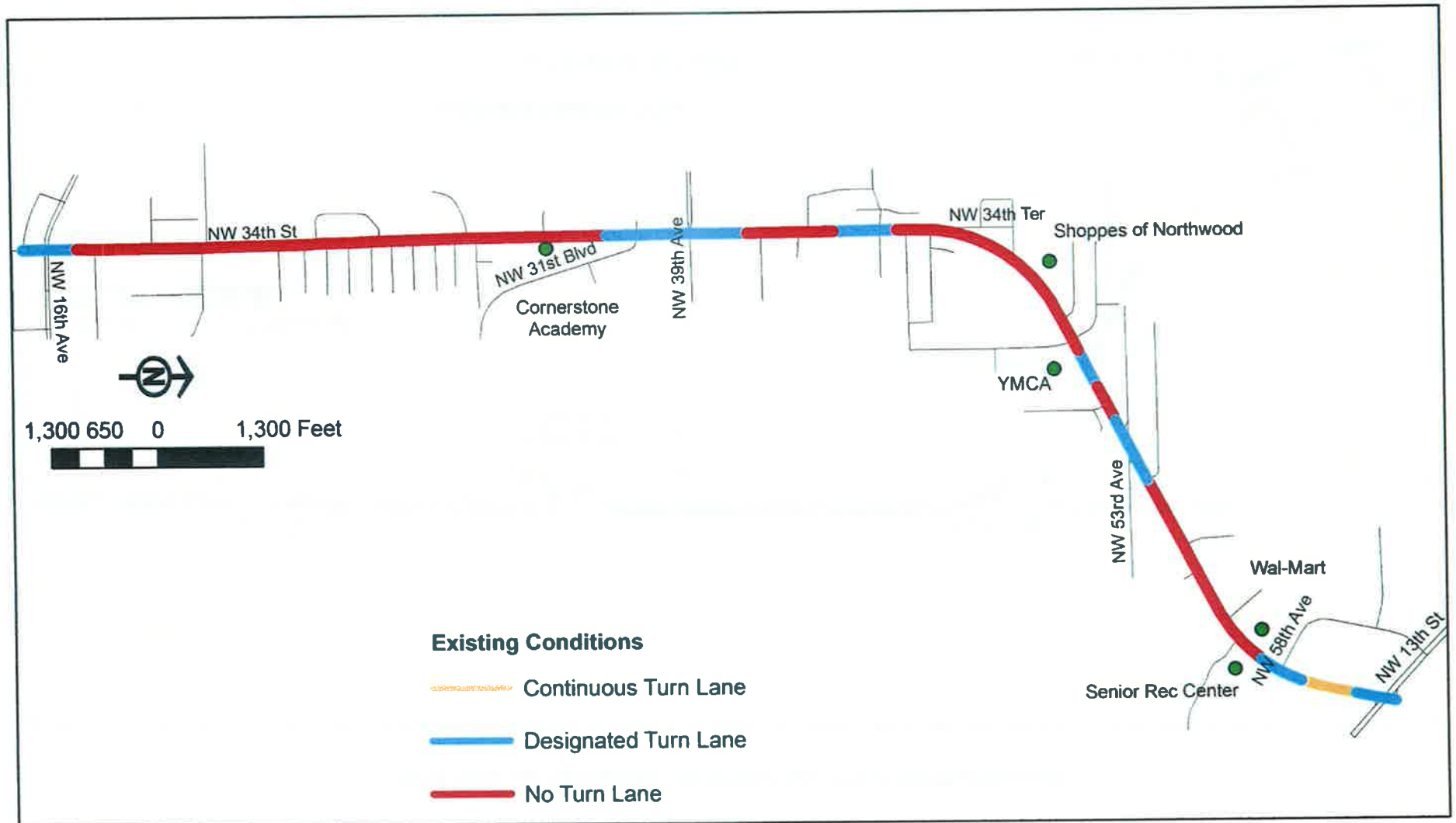


EXHIBIT 1 (Continued)

State Road 121 Turnlanes Conceptual Plan - Proposed Modifications

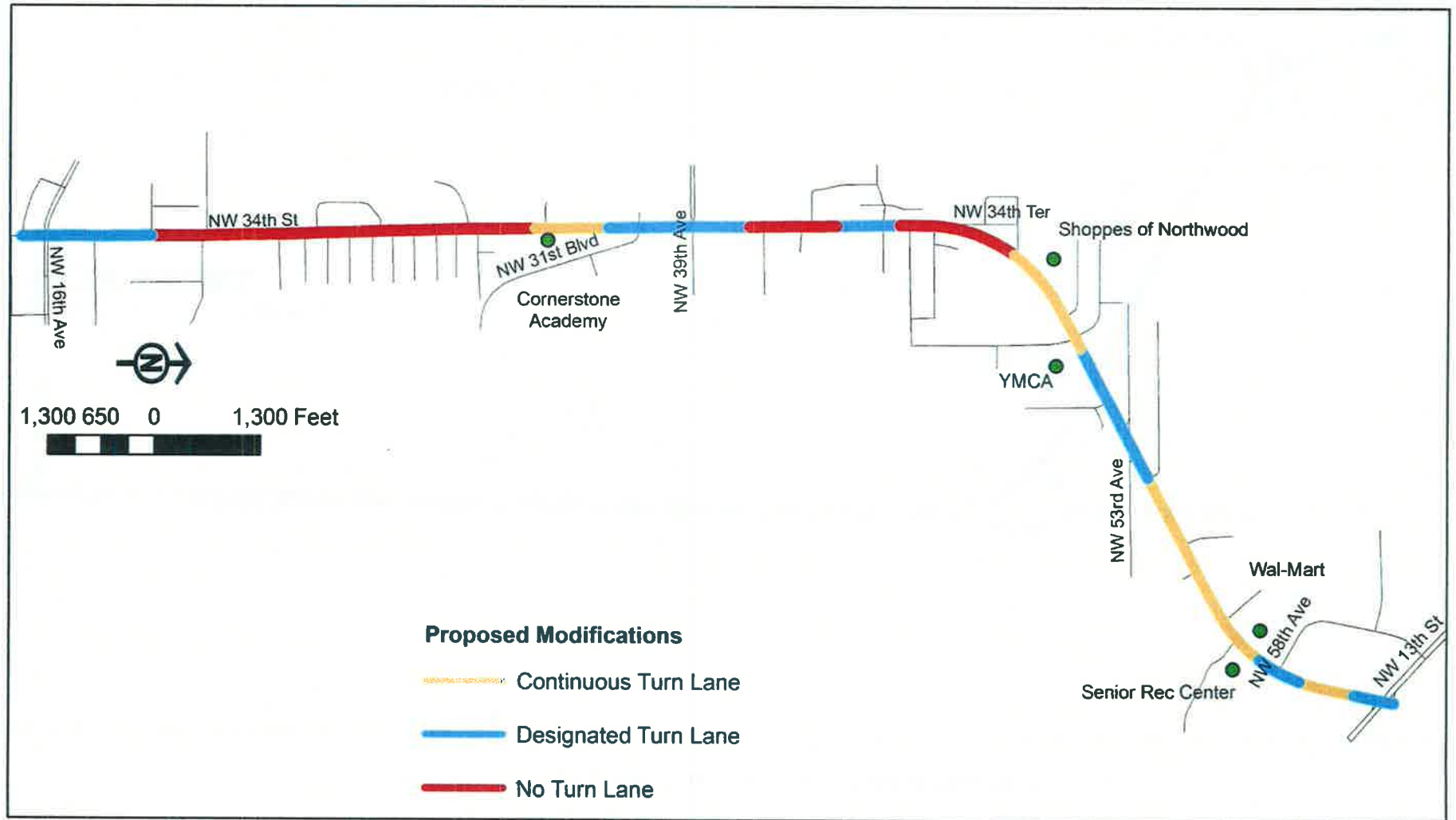
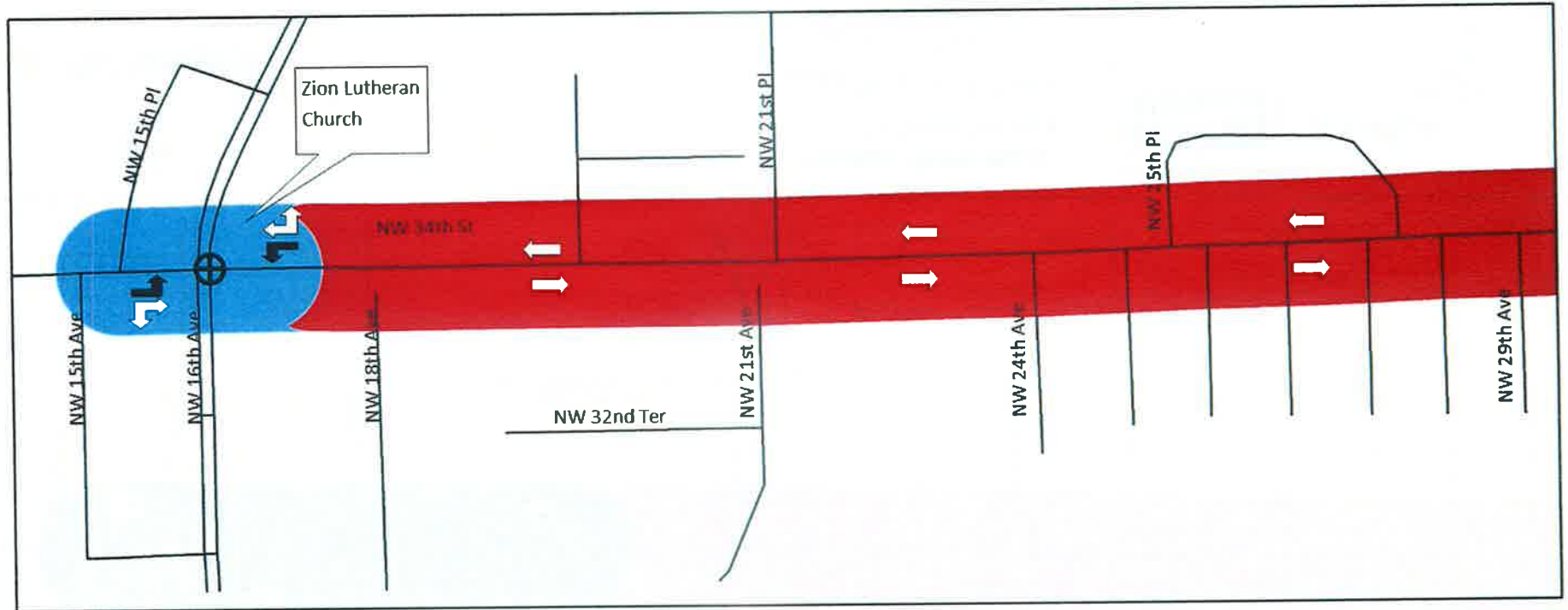


EXHIBIT 2

State Road 121 Turning Movements - Existing Conditions



Existing Conditions

- Continuous Turn Lane
- Designated Turn Lane
- No Turn Lane
- Movement Direction
- Change in Movement
- Traffic Signal
- Designated Turn Bay

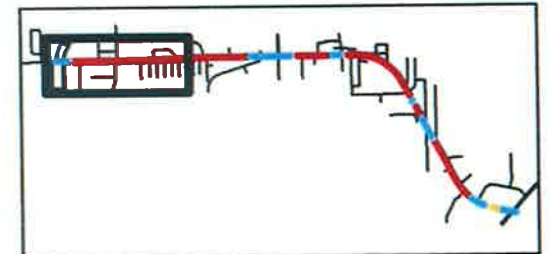


EXHIBIT 2 (Continued)

State Road 121 Turning Movements - Proposed Modifications

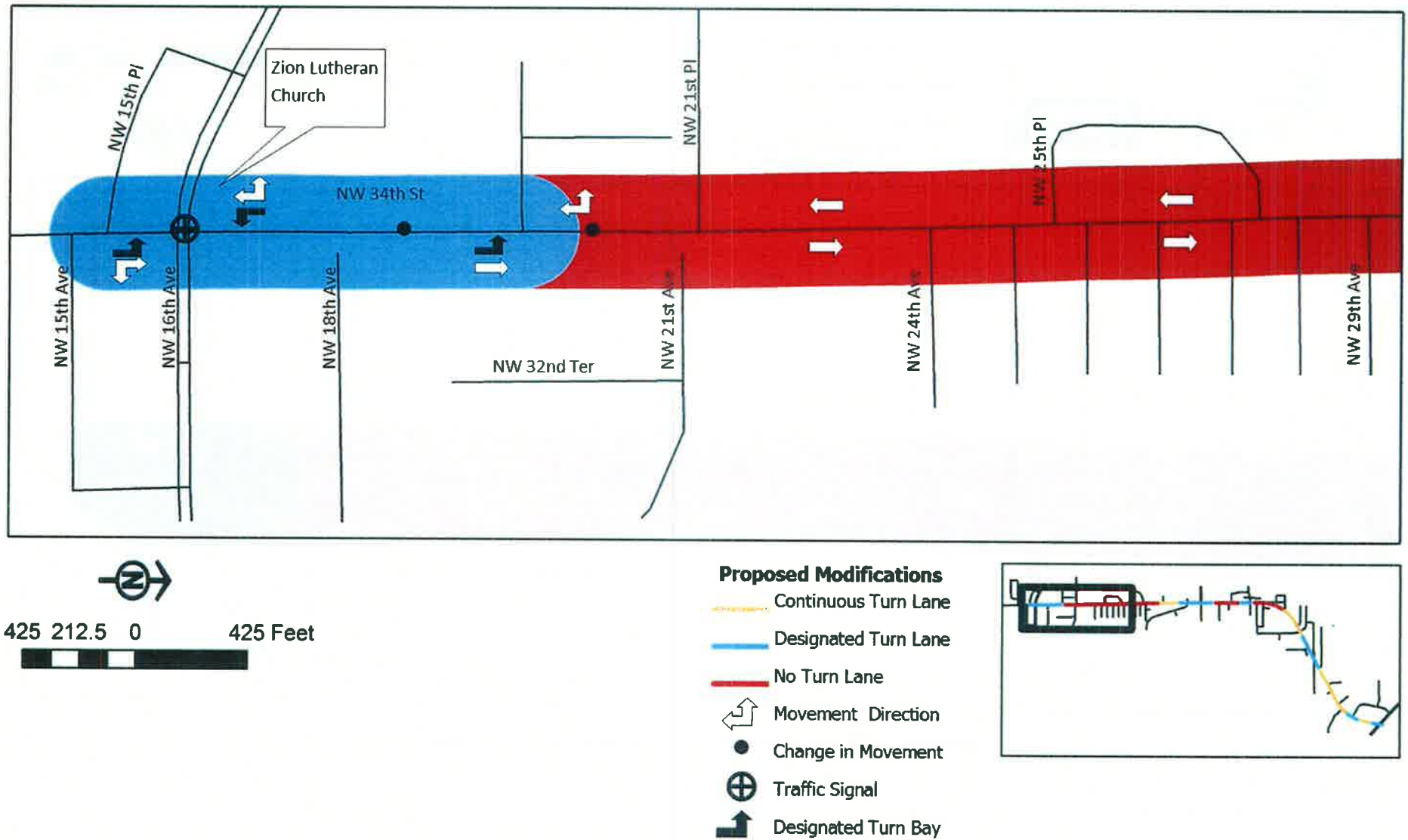
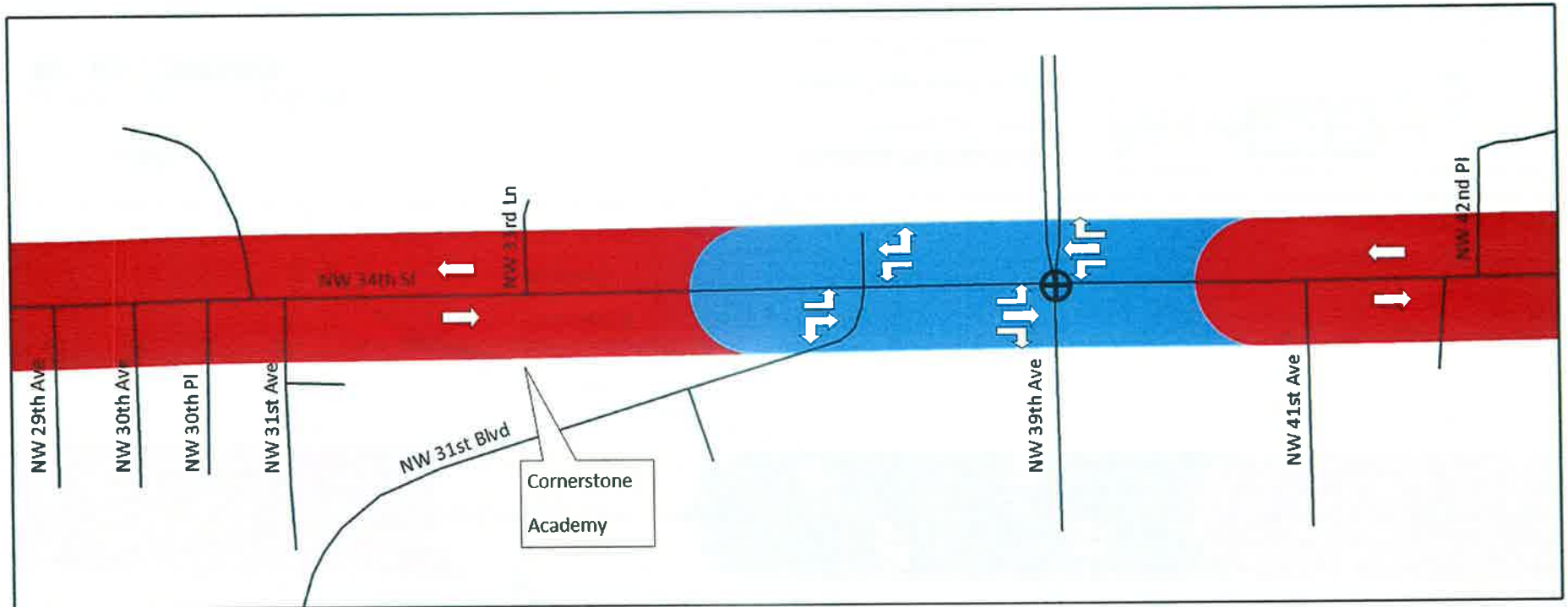


EXHIBIT 2 (Continued)

State Road 121 Turning Movements - Existing Conditions



- Existing Conditions**
- Continuous Turn Lane
 - Designated Turn Lane
 - No Turn Lane
 - Movement Direction
 - Change in Movement
 - Traffic Signal
 - Designated Turn Bay

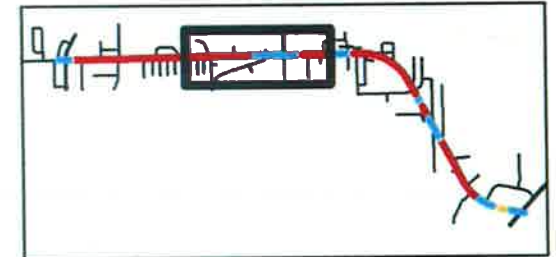


EXHIBIT 2 (Continued)

State Road 121 Turning Movements - Proposed Modifications

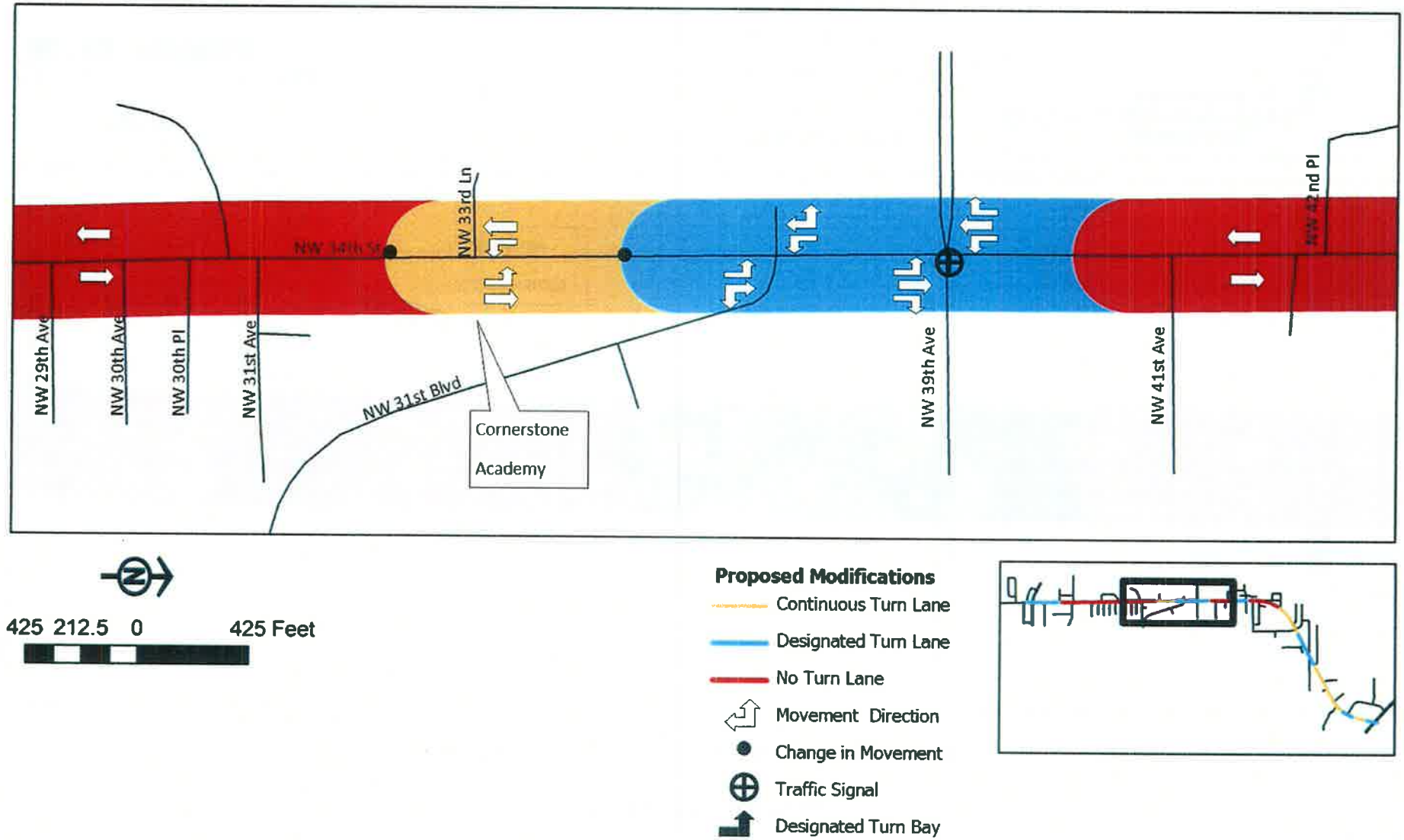
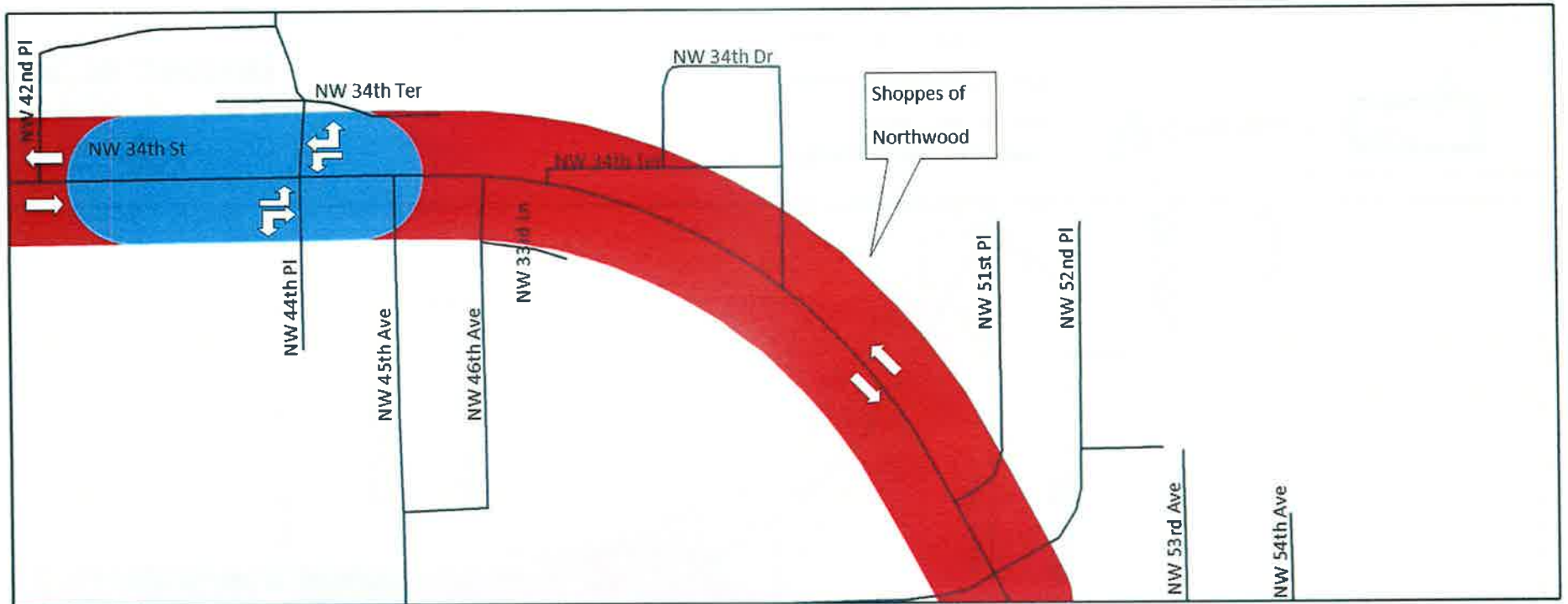


EXHIBIT 2 (Continued)

State Road 121 Turning Movements - Existing Conditions



Existing Conditions

- Continuous Turn Lane
- Designated Turn Lane
- No Turn Lane
- Movement Direction
- Change in Movement
- Traffic Signal
- Designated Turn Bay

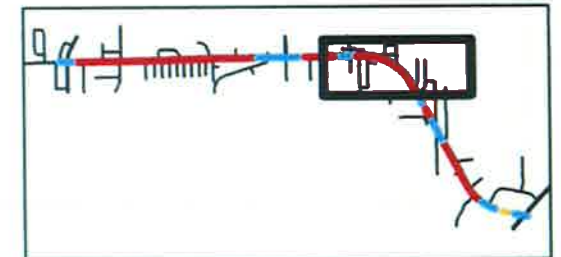
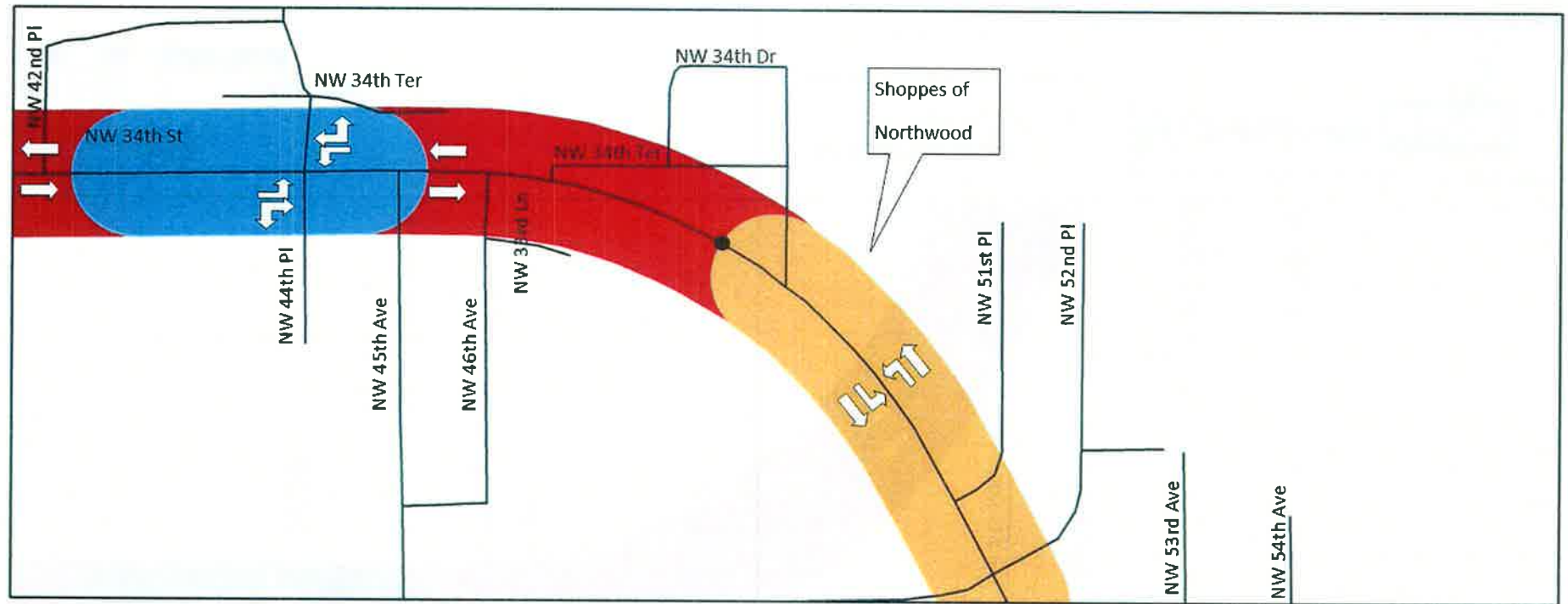


EXHIBIT 2 (Continued)

State Road 121 Turning Movements - Proposed Modifications



- Proposed Modifications**
- Continuous Turn Lane
 - Designated Turn Lane
 - No Turn Lane
 - Movement Direction
 - Change in Movement
 - Traffic Signal
 - Designated Turn Bay

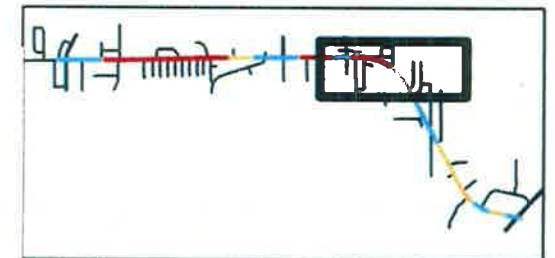


EXHIBIT 2 (Continued)

State Road 121 Turning Movements - Existing Conditions



EXHIBIT 2 (Continued)

State Road 121 Turning Movements - Proposed Modifications

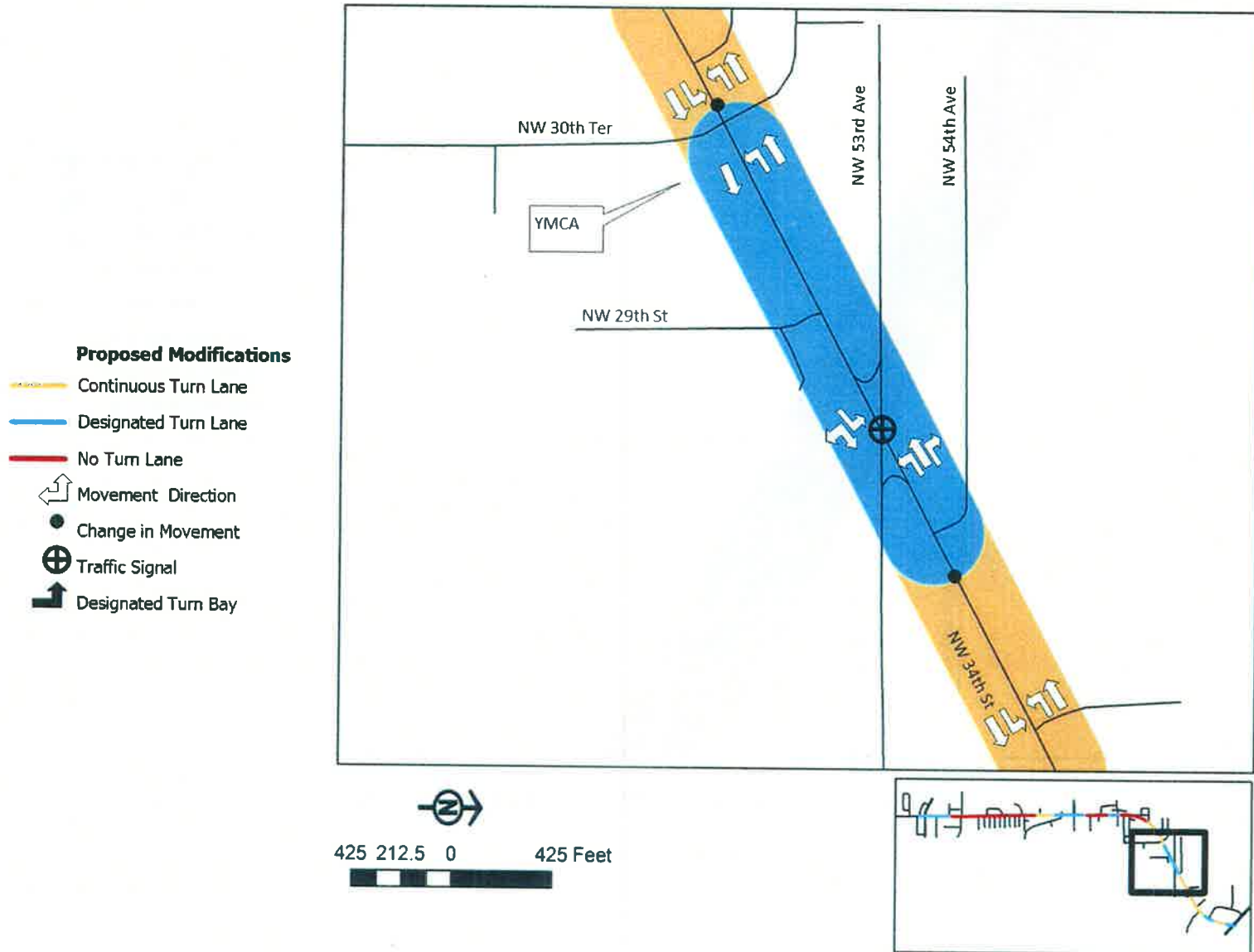


EXHIBIT 2 (Continued)

State Road 121 Turning Movements - Existing Conditions

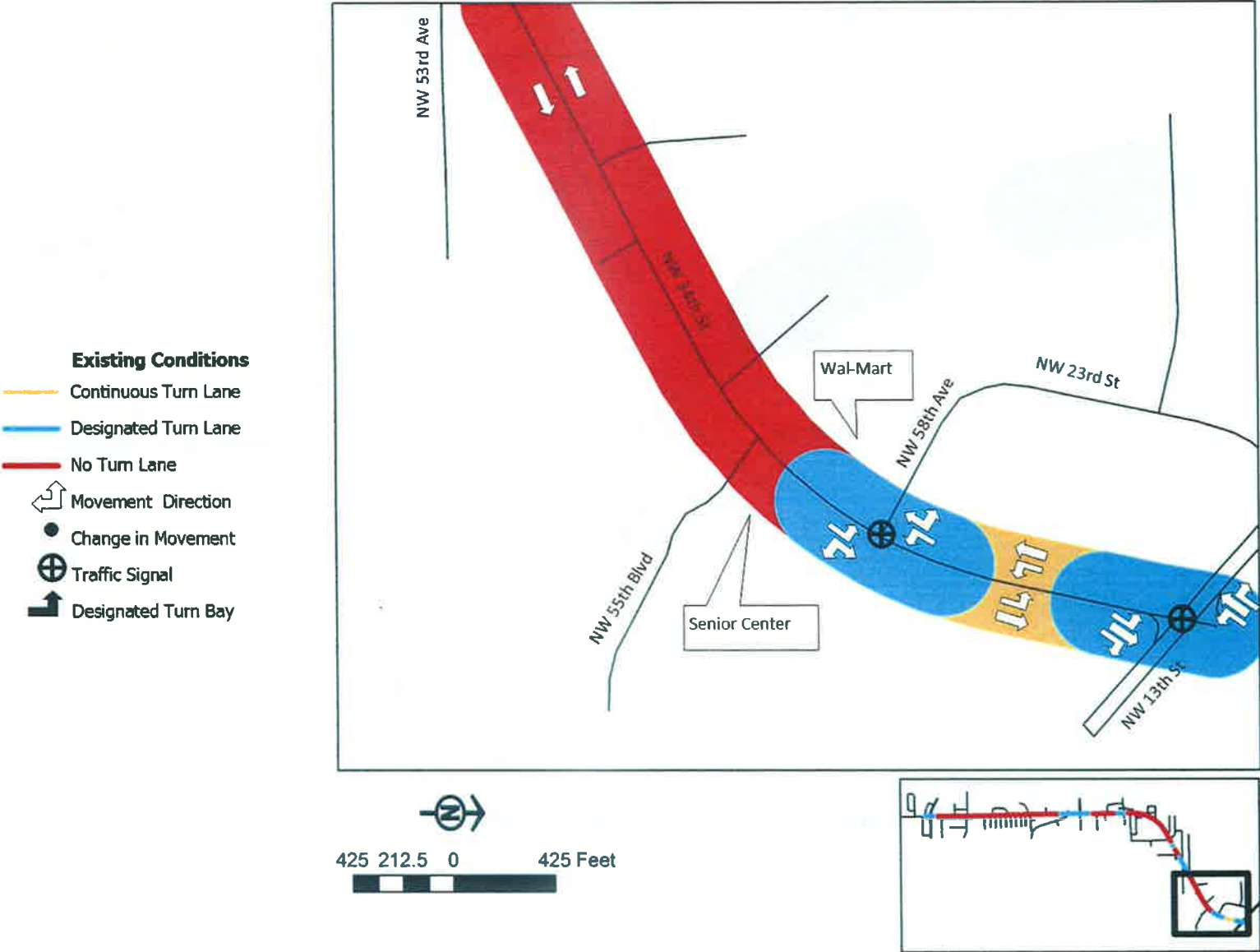
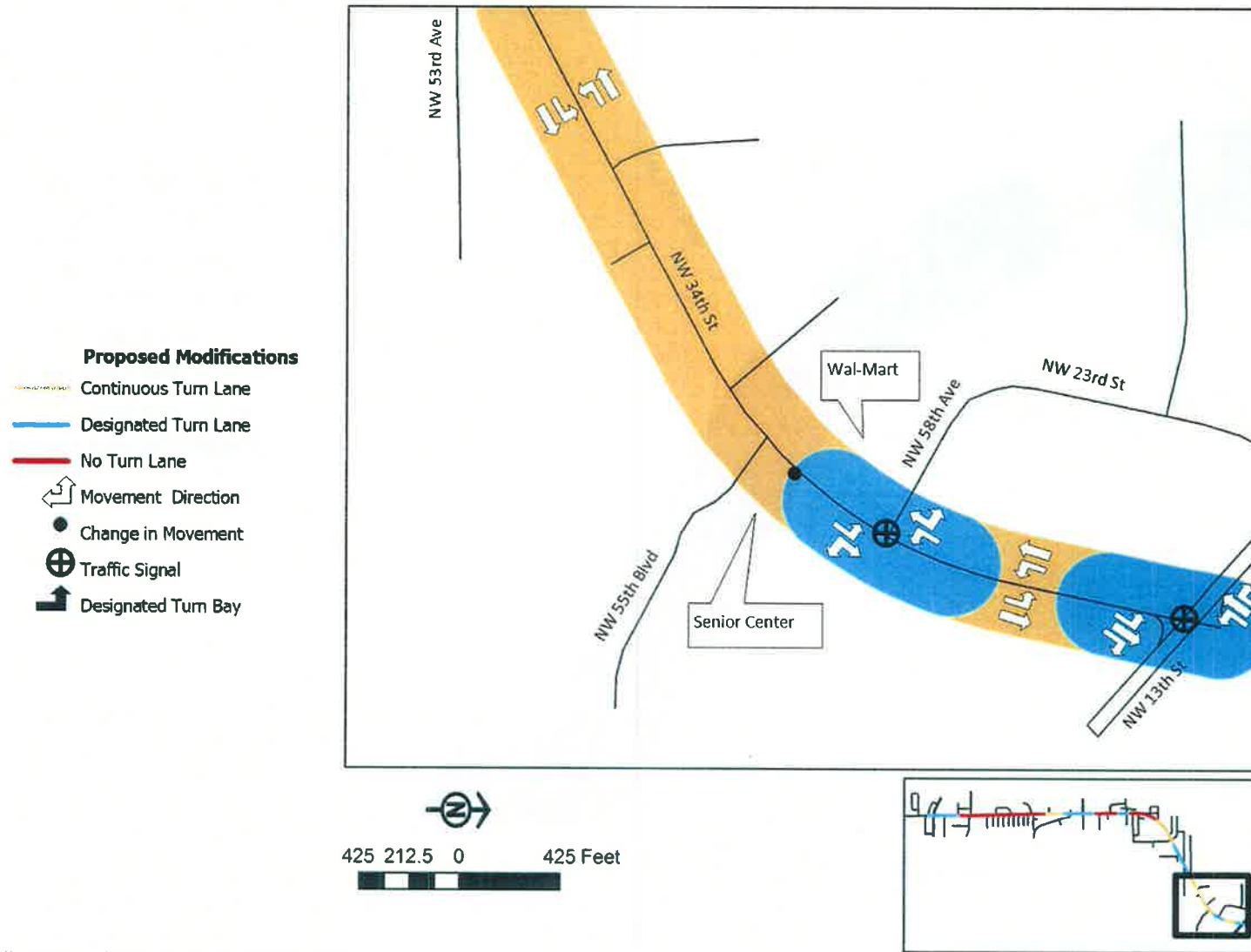


EXHIBIT 2 (Continued)


State Road 121 Turning Movements - Proposed Modifications





April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Title VI/Nondiscrimination Policy Statement

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its April 2, 2012, the Metropolitan Transportation Planning Organization authorized the Chief Staff Official to sign the Title VI/Nondiscrimination Policy Statement each year. This policy statement is incorporated into the Unified Planning Work Program and the annual Public Involvement Plan review and update.

Exhibit 1 is the 2019 Title VI/Nondiscrimination Policy Statement signed by Scott R. Koons, AICP, Executive Director.

Attachment

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area program or activity.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer;
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English;
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations;
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the Florida Department of Transportation District Title VI Coordinator;
5. Participate in training offered on Title VI and other nondiscrimination requirements;
6. If reviewed by Florida Department of Transportation or United States Department of Transportation, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days; and
7. Have a process to collect racial and ethnic data on persons impacted by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated 4/15/19

by



Scott R. Koons, AICP, Executive Director

Metropolitan Transportation Planning Organization for the
Gainesville Urbanized Area



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: State Road 26 (University Avenue) - U.S. Highway 441 (West 13th Street)
Pedestrian Scramble Phase

STAFF RECOMMENDATION

For information only.

BACKGROUND

At its February 25, 2019 meeting, the Metropolitan Transportation Planning Organization discussed the Intelligent Transportation System and Transportation Management System. During this discussion, a pedestrian scramble phase at the intersection of State Road 26 (University Avenue) and U.S. Highway 441 (West 13th Street) was also discussed.

Exhibit 1 is information provided by the City of Gainesville Traffic Operations Manager concerning a pedestrian scramble phase.

Attachment

From: Posadas, Emmanuel P [PosadasEP@cityofgainesville.org]
Sent: Monday, March 18, 2019 10:45 AM
To: Scott, Jeffrey
Cc: Mike Escalante; Leistner, Deborah L.
Subject: RE: University at 13th Exclusive Pedestrian Phase
Attachments: Aecom Report Dec 2016- State Road 26 @ 19th, 16th and 13th.pdf

Thank you Jeff! Looks like analysis was already done less than 3 years ago.

- Extracting the portion of that report specific to Pedestrian exclusive phase (pages 27, 28 with photos – 4 pages in total instead of the 535 pages)
- Copying Mike MTPO Senior Planner and Debbie/MTPO TAC Chair,

as this was a request to Mr. Koons to be referred to TAC/Technical Advisory Committee on the 02/25/2019.

Context:

Link (Fast Forward to 51 minutes in for full context)

http://alachua.granicus.com/MediaPlayer.php?view_id=8&clip_id=3900

-E



Emmanuel Posadas, PE, PTOE
Traffic Operations Manager | Traffic Operations Division
Department of Mobility
Direct: 352.393.8429 | TMS: 352.393.7960
Email: posadasep@cityofgainesville.org
Web: www.gac-smarttraffic.com

Note: Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

From: Scott, Jeffrey [<mailto:Jeffrey.Scott@dot.state.fl.us>]
Sent: Friday, March 15, 2019 3:37 PM
To: Posadas, Emmanuel P <PosadasEP@cityofgainesville.org>
Subject: University at 13th Exclusive Pedestrian Phase

Emmanuel,

At our recent meeting in Gainesville, you asked about an exclusive pedestrian phase at the intersection of SR 26 (University Ave) at 13th. See pages 27 and 28 of the attached study. We had AECOM evaluate the idea in a previous study. It was not recommended to implement.

Jeff Scott, P.E.
Florida Department of Transportation | District 2
Traffic Services Program Engineer
2198 Edison Ave. | Jacksonville, FL 32204
(904) 360-5644
Jeffrey.scott@dot.state.fl.us

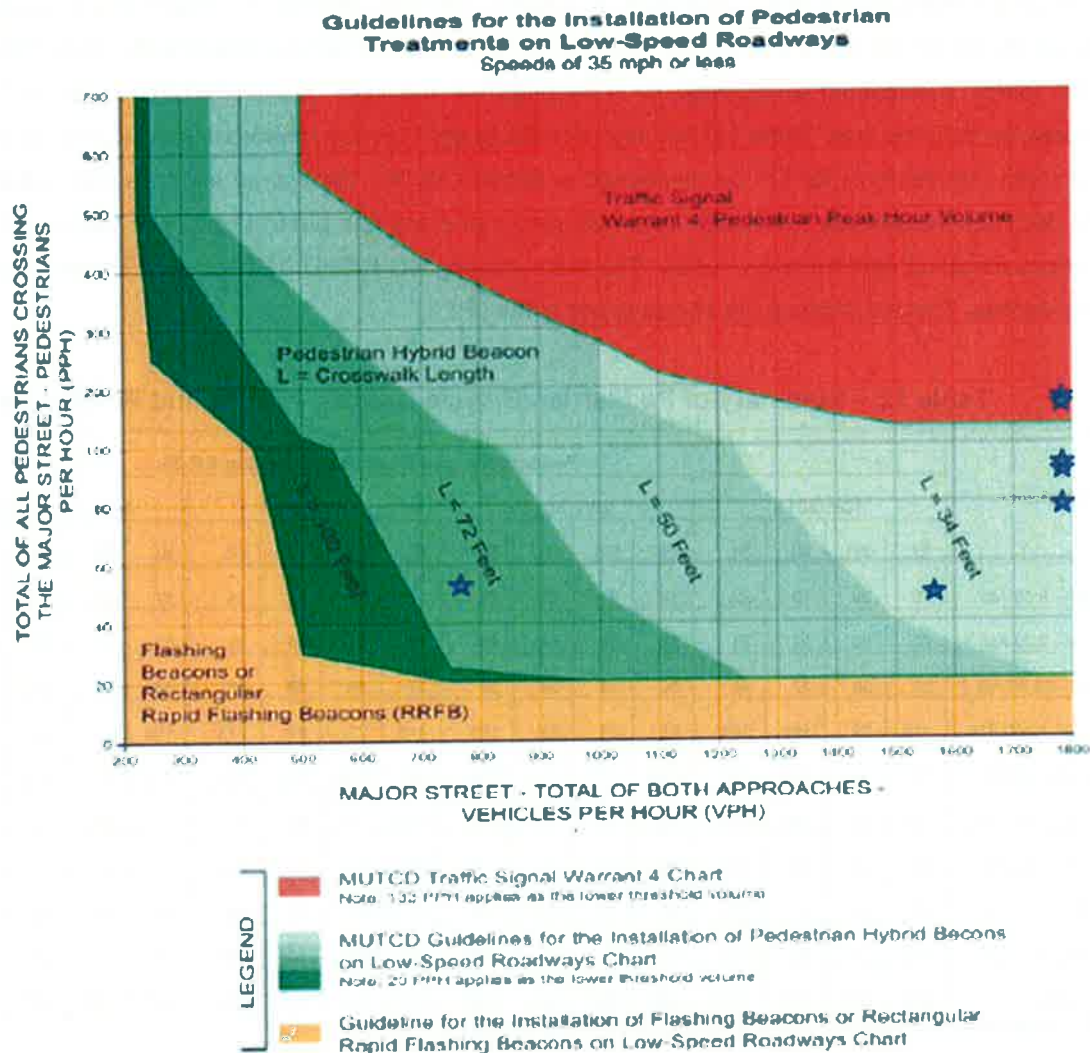


Figure 12 – Pedestrian Treatment Analysis (East & West Legs) – NW 16th Street

7. OPERATIONAL ANALYSIS OF EXCLUSIVE PEDESTRIAN PHASE

SR 26 (W University Avenue) at W 13th Street

As can be seen from **Table 12** and **Photo 9** this signalized intersection experiences relatively high pedestrian volumes (more than 300 pedestrians per hour). Additionally, traffic volumes are also high along both SR 26 and W 13th Street (US 441) and relatively long queues were observed (see **Photos 10, 11, and 12**) during peak periods.

An operational analysis using Synchro was conducted to determine the impact of an exclusive pedestrian phase on traffic operations and intersection level of service (LOS). As can be seen from **Table 13**, the exclusive pedestrian phase increases the overall delay at the intersection and also degrades the intersection

LOS (which drops from E to F). Therefore, a Leading Pedestrian Interval (LPI) was considered and analyzed. Based on the results of the operational analysis, the LPI does not seem to significantly impact the intersection LOS (delay is expected to increase by 6 seconds but the LOS is expected to remain at LOS E). The pedestrian volumes (see **Table 12**) and high conflicting right-turning vehicle volumes at this location meet the minimum requirements for LPI as mentioned in Section 4E.06, "Pedestrian Intervals and Signal Phases" of the MUTCD. Additionally, the crash data indicated that there has been a history of pedestrian and bicycle crashes involving right-turning vehicles. There are existing NO RIGHT TURN ON RED blank out signs on all approaches. This will improve the effectiveness of the LPI.

Table 12 – Summary of Pedestrian/Bicycle Counts – SR 26 and W 13th Street

Time of day	Pedestrians and Bicyclists Crossing SR 26																
	10/6/2015				10/7/2015				10/8/2015				3-Day Average				3-Day Average (combined)
	EL	WL	NL	SL	EL	WL	NL	SL	EL	WL	NL	SL	EL	WL	NL	SL	
7:30 AM - 8:00 AM	15	20	19	22	19	31	22	22	17	23	22	19	17	25	21	21	84
8:00 AM - 9:00 AM	50	60	62	74	58	58	54	73	52	53	49	59	53	57	55	69	234
9:00 AM - 09:30 AM	28	56	37	46	50	43	25	52	37	56	46	52	38	52	36	50	176
11:00 AM - 12:00 PM	119	99	100	194	91	86	82	103	116	72	97	173	109	86	93	157	444
12:00 PM - 1:00 PM	88	86	124	188	118	64	88	233	142	110	106	260	116	87	106	227	536
1:00 PM - 2:00 PM	121	79	116	178	106	78	78	198	119	105	97	218	115	87	97	198	498
3:00 PM - 4:00 PM	59	76	74	142	80	74	80	122	78	71	70	115	72	74	75	126	347
4:00 PM - 5:00 PM	60	69	59	122	61	76	83	113	67	53	57	147	63	66	66	127	322
5:00 PM - 6:00 PM	100	77	78	124	96	74	67	116	94	81	134	140	97	77	93	127	394
Total:	640	622	669	1090	679	584	579	1032	722	624	678	1183	680	610	642	1102	3034

EL = East Leg; WL = West Leg; NL = North Leg; SL = South Leg

**Table 13 – Operational Analysis Results for various pedestrian treatments
SR 26 and W 13th Street**

W 13th Street and SR 26 Mid-day - Synchro LOS Analysis		
Condition	Intersection LOS	Intersection Delay (seconds)
Existing Condition	E	67.5
Exclusive Pedestrian Phase	F	114.1
Exclusive Pedestrian Phase Optimal Cycle	F	107
Lead Pedestrian Interval	E	73.4



Photo 9: Looking Northwest: Pedestrians crossing the south leg crosswalk



Photo 10: Looking East: WB queues extend up to the next signal to the east at SW 12th Street



Photo 11: Looking North: SB queues extend up to the next intersection to the north



Photo 12: Looking South: NB queues extend up to the adjacent intersection to the south

**CA.10**

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April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Metropolitan Planning Organization Advisory Council -
Letter to Florida Senate President Bill Galvano (Exhibit 1)

STAFF RECOMMENDATION**For information only.**BACKGROUND

At its January 30, 2019 meeting, the Florida Metropolitan Planning Organization Advisory Council discussed the Innovation in Infrastructure memorandum by Florida Senate President Bill Galvano (Exhibit 2). Exhibit 1 is the comments by the Florida Metropolitan Planning Organization Advisory Council to Florida Senate President Bill Galvano concerning the Innovation in Infrastructure memorandum.

Attachment

t:\scott\sk19\mntpo\memo\mpoac_galvano_let_apr22_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.

-117-



The Florida Metropolitan Planning Organization Advisory Council

Commissioner Nick Maddox
Chairman

February 28, 2019

Senator Bill Galvano, Senate President
404 South Monroe Street, Suite 409
Tallahassee, FL 32399-1100

Dear Senator Galvano,

On behalf of the twenty-seven members of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I want to express our appreciation for your leadership in advocating for innovative approaches to enhancing and funding Florida's infrastructure as expressed in your January 30, 2019 memorandum to members of the Florida Senate.

We agree that transportation improvements can and should be considered within the broader context of the overall infrastructure needs of a corridor, region or state. As representatives of planning agencies, we too recognize that decisions to invest in transportation infrastructure are not made in a vacuum. In order to be successful, we need to plan for and fund infrastructure using a holistic approach, one that takes into account the interconnectedness of traditional transportation elements and other infrastructure resources. The newly formed Committee on Infrastructure and Security will enhance the Florida Senate's ability to address the existing and future needs of our infrastructure systems. While communications, security and other infrastructure are not in our purview, we applaud your vision and recognize how important connected infrastructure is to our future.

That said, we encourage you and the members of the Senate to prioritize the needs of our existing transportation network. Florida's transportation system is in excellent condition due to many years of proper funding of maintenance and a policy of first maintaining our existing assets. We recognize the necessity to plan for and invest in infrastructure expansion that supports the growing needs of our state. We believe that our top priority is to ensure the preservation and enhancement of Florida's existing transportation system. But as you correctly point out in your memorandum, our efforts to ensure the continued effectiveness of the state's existing transportation system should be considered in tandem with the needs of other infrastructure systems. As we look to expanding our infrastructure we ask that you consider ways to insure the new infrastructure is financially self-sustaining so as to allow existing infrastructure to continue to be maintained in a state of good repair.

We look forward to working with you to improve Florida's transportation system to the benefit of Florida's citizens, visitors and businesses.

Sincerely,




Commissioner Nick Maddox
Chairman



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Hydrologic Aspects of Raising U.S. Highway 441 Across Paynes Prairie

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The office of Senator Keith Perry has provided information developed by the St. Johns Water Management District concerning benefits to the Paynes Prairie ecosystem should U.S. Highway 441 across Paynes Prairie be elevated.

Attachment

From: Scott Koons
Sent: Monday, April 15, 2019 9:32 AM
To: Mike Escalante
Subject: FW: Sen. Perry - US 441/SJRWMD Information
Attachments: image002.png; ATT00001.htm; Draft Hydrologic Aspects of Raising US 441 Across Paynes Prairie 190208.pdf; ATT00002.htm

From: Ken Cornell [<mailto:kcornell@alachuacounty.us>]
Sent: Wednesday, April 10, 2019 7:34 PM
To: Scott Koons
Subject: Fwd: Sen. Perry - US 441/SJRWMD Information

Fyi

Ken Cornell
Alachua County Commissioner
[352.281.4000](tel:352.281.4000) cell
(Sent from my iPhone)

Begin forwarded message:

From: "Vogan, Robert" <Vogan.Robert@flsenate.gov>
Date: April 10, 2019 at 2:09:58 PM EDT
To: "KCornell@alachuacounty.us" <KCornell@alachuacounty.us>
Subject: Sen. Perry - US 441/SJRWMD Information

Commissioner,

I have attached the letter we spoke about in Tallahassee a few days back.

Thank you,

Robert Vogan
Legislative Assistant
Senator Keith Perry
Senate District 8
850.487.5008

PLEASE NOTE: Florida has a very broad public records law (F. S. 119). All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.

Hydrologic Aspects of Raising US 441 Across Paynes Prairie

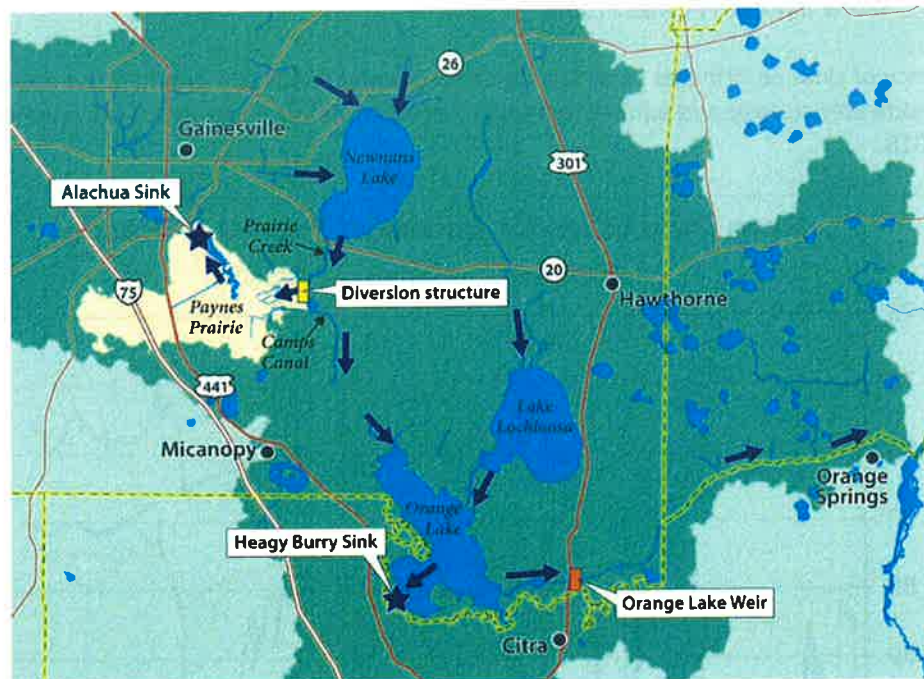
Background

The Paynes Prairie basin covers 16,055 acres and extends about 8 miles east to west and from 1-4 miles north to south. All waters within the park have been designated as Outstanding Florida Waters, pursuant to Chapter 62-302, Florida Administrative Code. Surface waters in this park are also classified as Class III waters by the Florida Department of Environmental Protection (FDEP). The basin marsh within Paynes Prairie is classified as the “disappearing lake variant” by the Florida Natural Areas Inventory. Periods of high water are essential for health and function of the marsh system.

Hydrologic Setting

Paynes Prairie is part of the Orange Creek Basin watershed, which includes Newnans, Orange and Lochloosa lakes. Paynes Prairie receives water from Newnans Lake via Prairie Creek. In the 1920s, efforts to drain Paynes Prairie included the construction of Camps Canal, which redirected all Prairie Creek flow away from Paynes Prairie into Orange Lake, see map below. In the 1970s, a series of culverts were installed to recover about half of the flow back into the prairie to help restore the hydrology and ecology. These culverts, termed the diversion structure, are currently being replaced by a project funded by FDEP and SJRWMD.

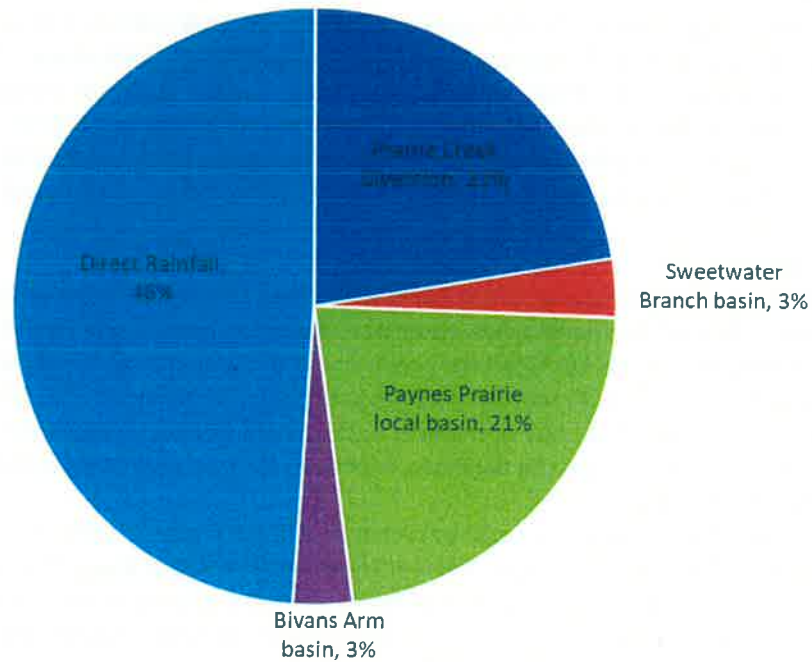
The Orange Creek Basin serves as a point of recharge of the Floridan aquifer through Alachua Sink and numerous sinks in Orange Lake – most noteworthy of which is Heagy Burry Sink. Water flowing into Alachua Sink is thought to move north or northwest toward the Santa Fe River and associated springs, while water flowing into Orange Lake’s sinks is thought to move south toward Silver Springs.



Orange Creek Basin surface water hydrology.

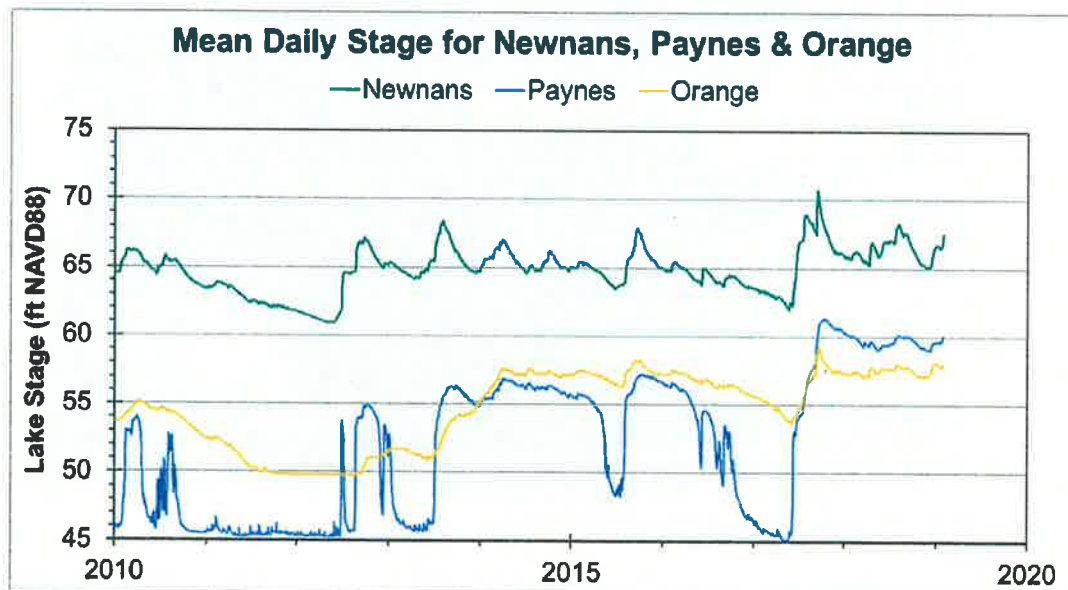
The watershed that feeds into Paynes Prairie covers 121,000 acres. Typically, Prairie Creek provides approximately 21% of the inflows to Paynes Prairie via the diversion structure with other surface inputs (including Sweetwater Branch) contributing about 33% and direct rainfall providing 46% (chart below).

Paynes Prairie Water Budget



Water inputs to Paynes Prairie.

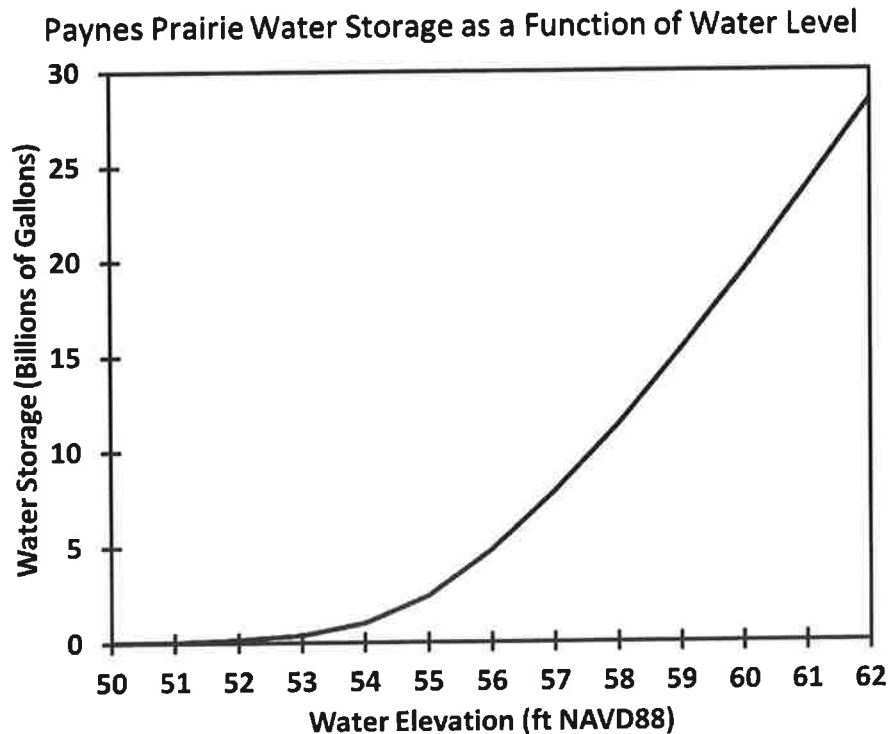
The presence of sinks contributes to widely fluctuating water levels and provides the opportunity for surface floodwater storage and aquifer recharge. The chart below illustrates surface water levels from 2010 to 2018.



Mean daily water levels on Newnans and Orange lakes and Paynes Prairie since 2010.

Water Storage Benefits

Raising U.S. 441 would increase the basin's volumetric carrying capacity, allowing it to store greater volumes of water (see below) without threat to the roadway and traffic. Additional examination of potential constraints such as other roads, adjacent properties and operation of the Sweetwater Wetlands Park would be required to determine acceptable water levels.



The potential water storage capacity of Paynes Prairie at varying elevations.

Benefits to Lower Santa Fe Minimum Flows and Levels (MFLs)

The MFLs for the Lower Santa Fe River and associated springs were adopted by FDEP in 2015 (Chapter 2015-128, Laws of Florida), following the request from the Suwannee River Water Management District (SRWMD) Governing Board in 2013 due to system's reliance upon groundwater recharge from within both the SJRWMD and SRWMD, including flows from Alachua Sink in Paynes Prairie. The MFL for the system is not currently being met and is designated as in recovery, meaning that the system needs more flow to be ecologically healthy. The recovery strategy for the system was adopted in 2014 (SRWMD 2014) and is under re-evaluation this year. Raising U.S. 441 would allow for additional water storage in Paynes Prairie. This additional storage could increase recharge to the Upper Floridan aquifer through Alachua Sink and increase flows in the Lower Santa Fe River and associated springs, helping to meet the recovery requirements defined in the MFL.


Ecological Benefits to Paynes Prairie

The ecological benefits of water level fluctuations to wetland systems are well known. An assessment of these have been summarized in a separate document available from FDEP.



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program
Alachua County Transportation Disadvantaged Coordinating Board
Membership Certification

STAFF RECOMMENDATION

Authorize the Chair to sign the attached Alachua County Transportation Disadvantaged Coordinating Board Membership Certification.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the designated official planning agency for the Transportation Disadvantaged Program for Alachua County. As the designated official planning agency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to annually certify membership of the Alachua County Transportation Disadvantaged Coordinating Board.

The attached form certifies that the membership of the Coordinating Board is established pursuant to Rule 41-2.012(3) of the Florida Administrative Code. This form also certifies that the membership of the Coordinating Board represents, to the maximum extent feasible, a cross section of the local community.

Attachment

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**ALACHUA COUNTY
TRANSPORTATION DISADVANTAGED COORDINATING BOARD
MEMBERSHIP CERTIFICATION**

Name: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Address: 2009 N.W. 67th Place
Gainesville, Florida 32653-1603

The Designated Official Planning Agency named above hereby certifies to the following:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41-2.012(3), Florida Administrative Code, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.


Signature: _____ Date: _____
Ken Cornell, Chair

REPRESENTATION	MEMBER	ALTERNATE	TERM ENDING
Local Elected Official/Chair	Charles Chestnut, IV		No Term
Elderly	Vacant	Vacant	6/30/2020
Disabled	Vacant	Vacant	6/30/2021
Citizen Advocate	James East	Vacant	6/30/2021
Citizen Advocate/User	Vacant	Vacant	6/30/2021
Children at Risk	Cinton Alford	Vacant	6/30/2019
Florida Association for Community Action	Charles Harris	Tiffany McKenzie	6/30/2020
Public Education	Vacant	Vacant	No Term
Florida Agency for Persons with Disabilities	Vacant	Vacant	No Term
Florida Department of Transportation	Janell Damato	Sandra Collins	No Term
Florida Department of Children and Families	John Wisker	Louella Teague	No Term
Florida Department of Elder Affairs	Jeff Lee	Nick Hauzer	No Term
Florida Department of Education	Jeffrey Aboumrad	Vacant	No Term
Florida Agency for Health Care Administration	Dewece Ogden	Pamela Hagley	No Term
Regional Workforce Development Board	Vacant	Vacant	No Term
Veteran Services	Albert Linden, Jr.	Vacant	6/30/2020
Local Mass Transit	Jesus Gomez	Mildred Crawford	No Term
Transportation Industry	Vacant	Vacant	6/30/2019
Local Medical Community	Vacant	Vacant	6/30/2019



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

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

RECOMMENDATION

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

BACKGROUND

According to Rule 41-2.012 of the Florida Administrative Code, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. The term of appointment for Cinton Alford expires on June 30, 2019. Ms. Alford desires to serve an additional three-year term on the Board.

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

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

April 22, 2019

Ms. Cinton Alford, Program Services Coordinator
Early Learning Development & The Parent Academy
3600 NE 15th Street
Gainesville, FL 32609

RE: Florida's Transportation Disadvantaged Program

Dear Ms. Alford:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County under Florida's Transportation Disadvantaged Program, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. At its April 22, 2019 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reappointed you to the Board as the voting Children at Risk Representative for an additional three-year term through June 30, 2022.

We appreciate your service on the Board and your interest in improving public transportation services in Alachua County. If you have any questions concerning this matter, please do not hesitate to call Ms. Lynn Godfrey, AICP Senior Planner, at extension 110.

Sincerely,

Ken Cornell
Chair

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CA.14

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April 15, 2019

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.

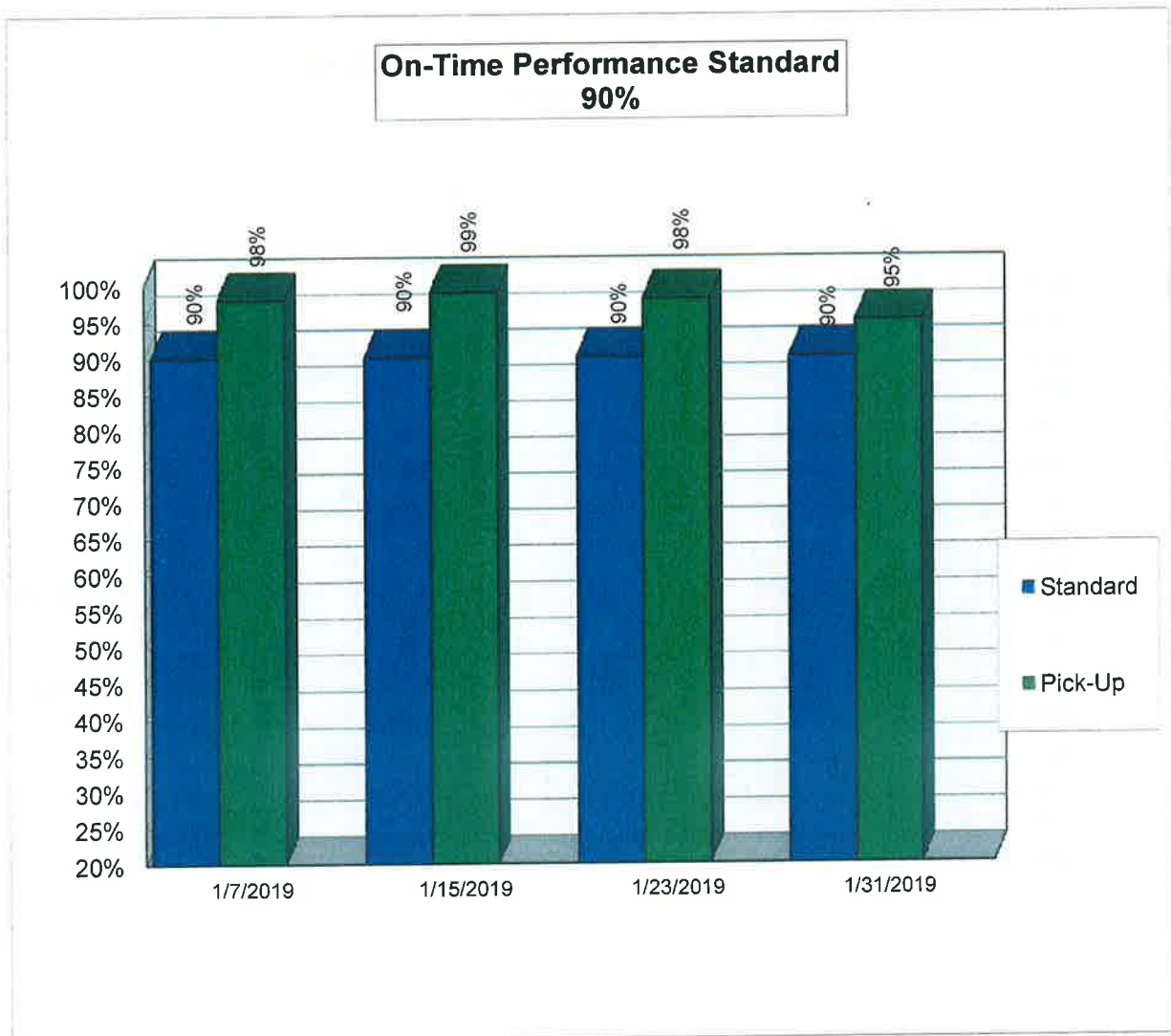
BACKGROUND

Attached are the January - March 2019 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

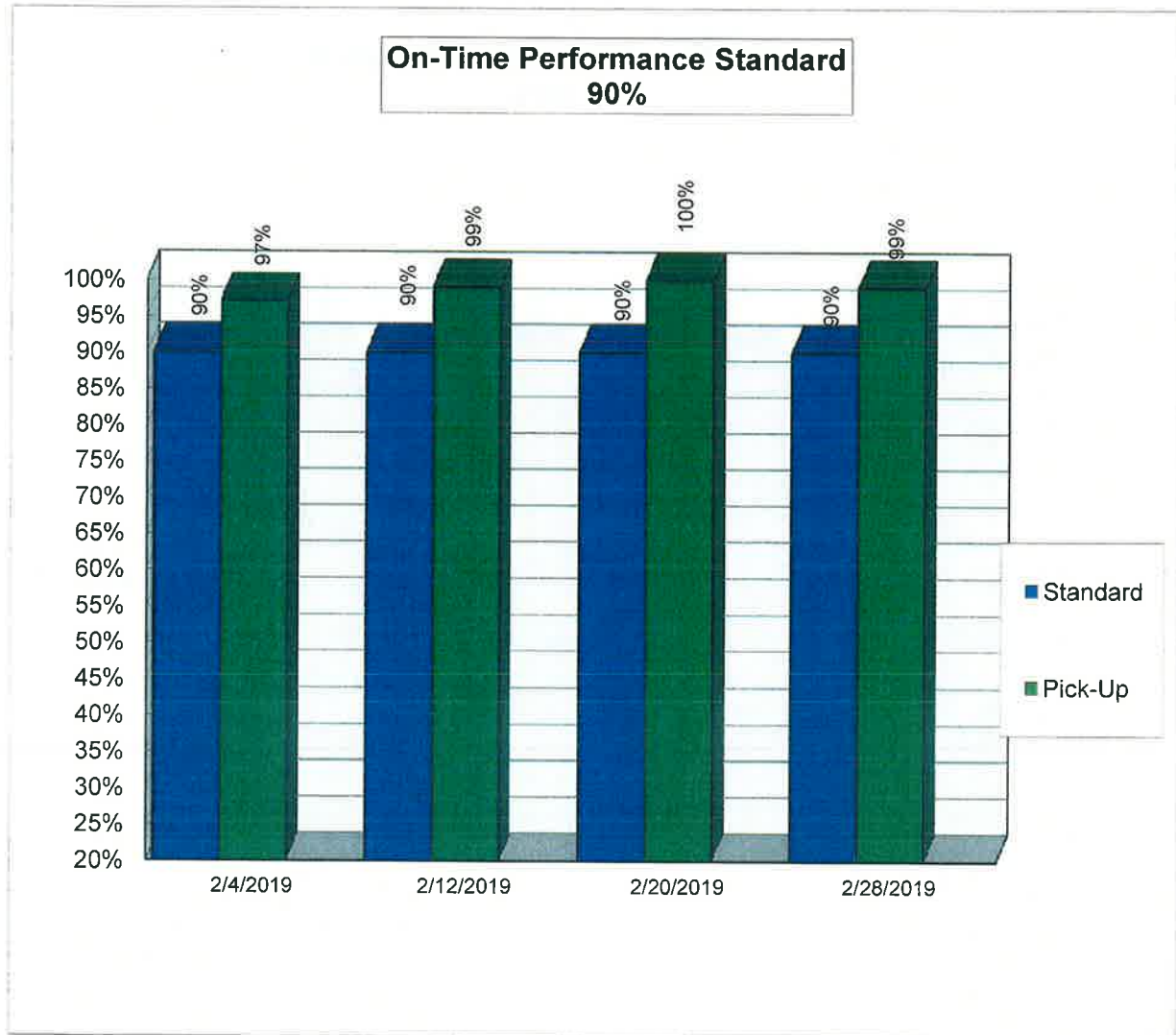
Attachments

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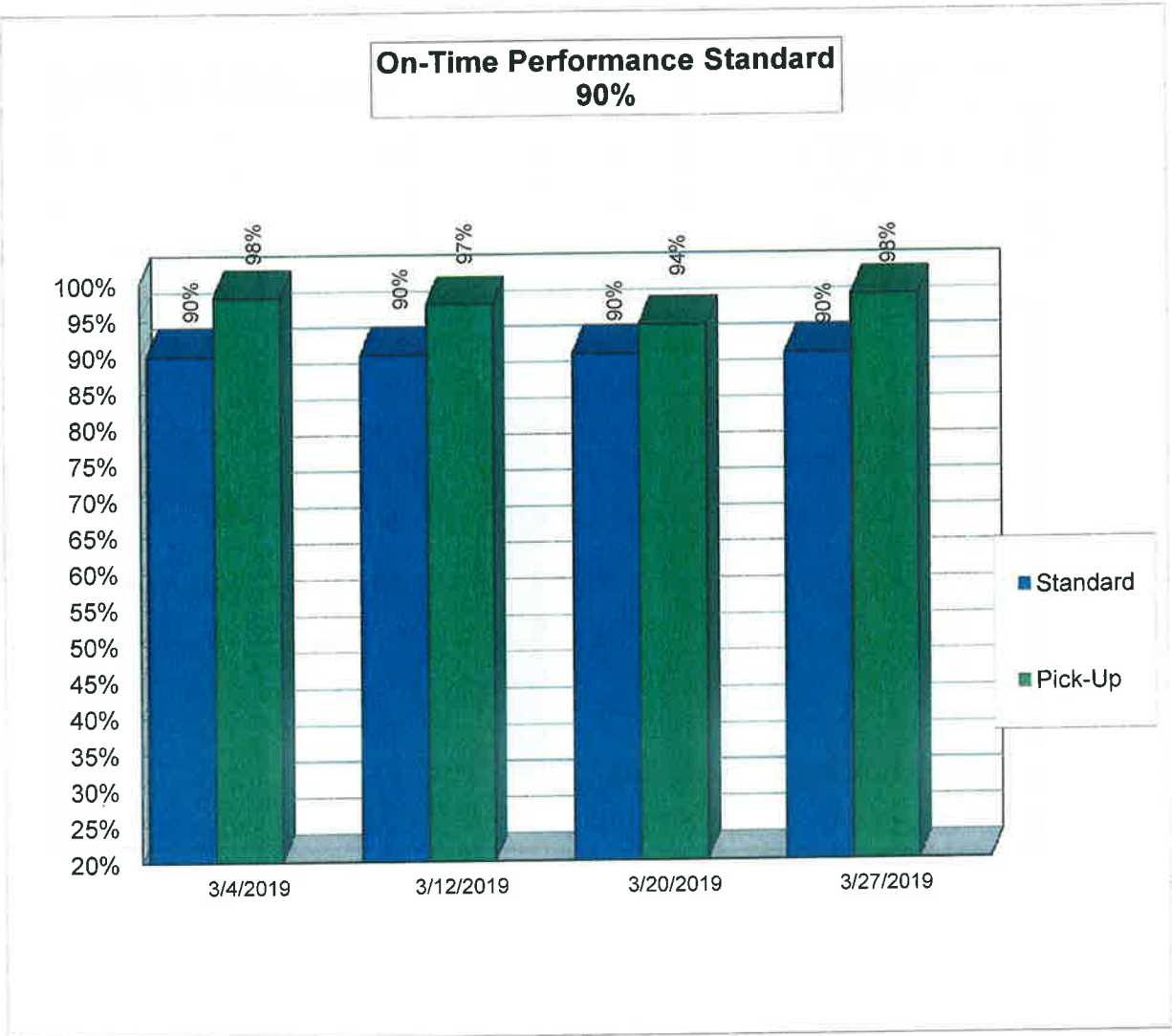
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JANUARY 2019**



TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, FEBRUARY 2019



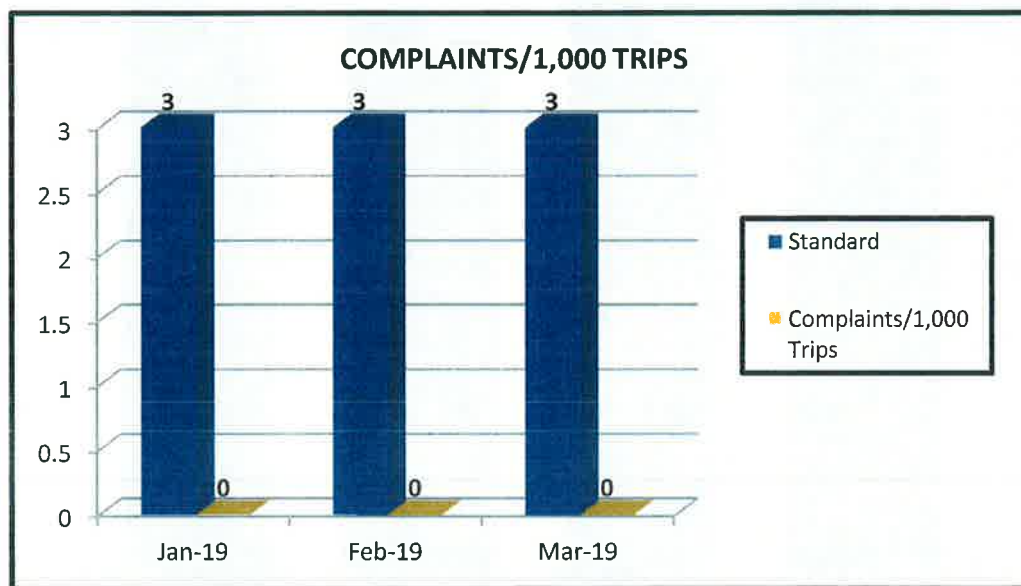
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, MARCH 2019**



TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

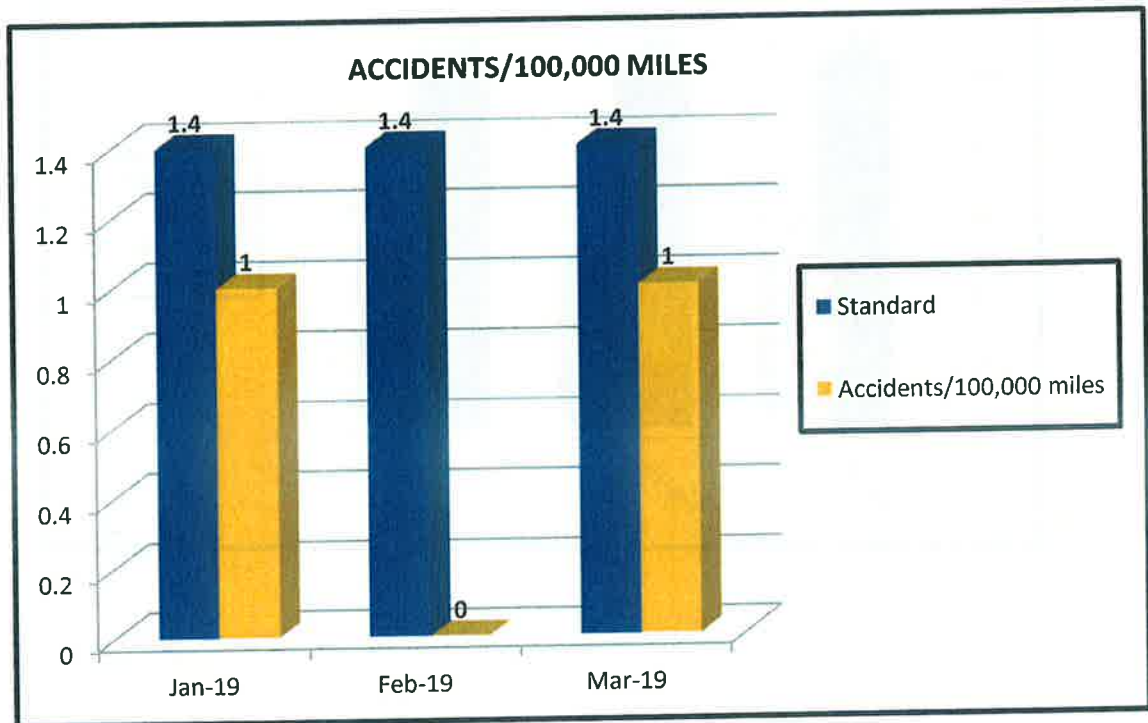
ALACHUA COUNTY, JANUARY - MARCH 2019

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jan-19	3	0
Feb-19	3	0
Mar-19	3	0



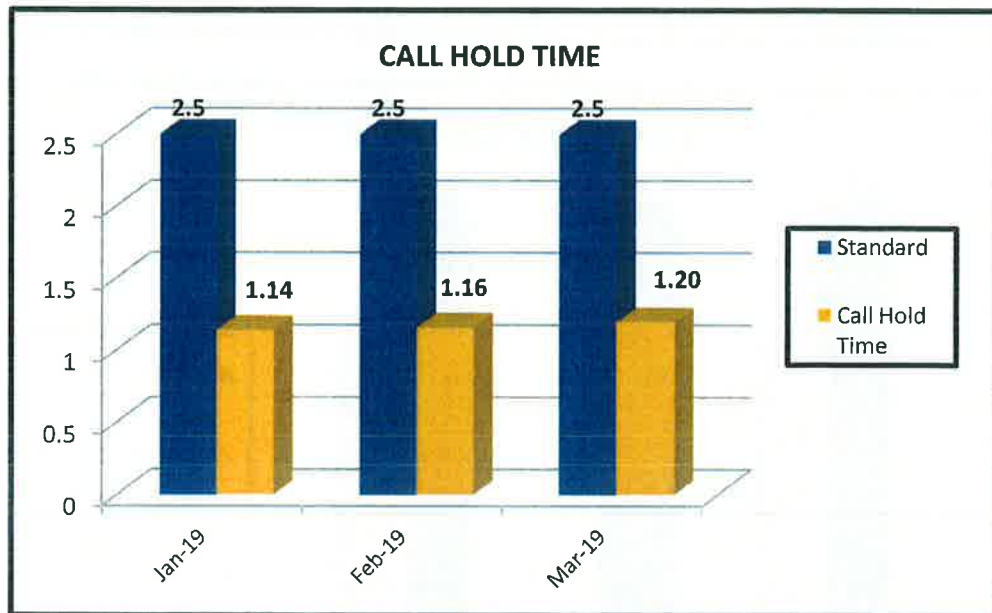
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY JANUARY - MARCH 2019**

MONTH	STANDARD	PREVENTABLE ACCIDENTS/100,000 MILES
Jan-19	1.4	1
Feb-19	1.4	0
Mar-19	1.4	1



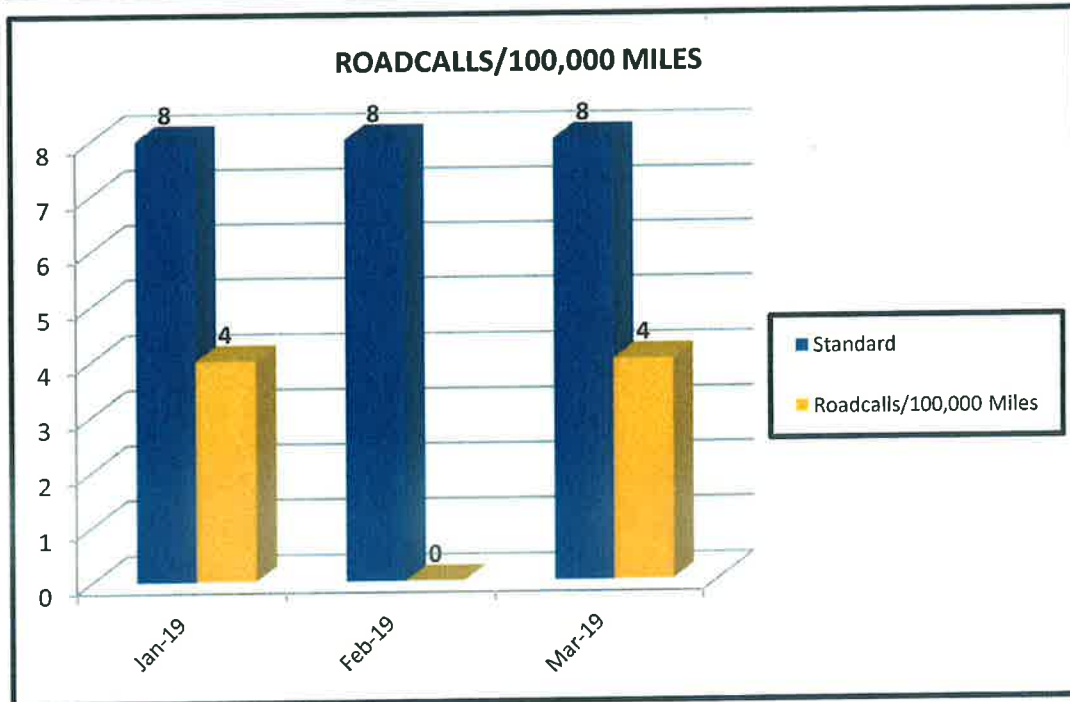
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JANUARY - MARCH 2019**

MONTH	STANDARD	CALL HOLD TIME
Jan-19	2.5	1.14
Feb-19	2.5	1.16
Mar-19	2.5	1.20



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JANUARY - MARCH 2019**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jan-19	8	4
Feb-19	8	0
Mar-19	8	4



THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
RESEARCH REPORT NO. 1000

BY
J. H. GOLDSTEIN
AND
R. L. SEXTON

1955



Meeting


Agenda

Enclosures



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment -
Bicycle/Pedestrian Safety Study Projects

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization amend the Transportation Improvement Program to add the following three Federal Highway Administration-funded bicycle/pedestrian safety study projects:

- 1. City of Gainesville/University of Florida Arterial Corridor Traffic Control Devices/System [4450611];**
- 2. City of Gainesville/University of Florida Arterial Corridor Traffic Control Devices/System [4450612]; and**
- 3. University of Florida/ Gainesville Pedestrian Aid Grant [4451861] (Exhibit 1).**

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add three Federal Highway Administration-funded bicycle/pedestrian safety study projects (see Exhibit 1). In order for the funds to be used within the Gainesville Metropolitan Area, the Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement Program.

At its December 15, 2018 meeting, the Metropolitan Transportation Planning Organization received a presentation concerning the bicycle/pedestrian safety study by Dr. Clark Letter, University of Florida Transportation Institute Principal Investigator, and Emmanuel Posadas, City of Gainesville Traffic Operations Manager. Exhibit 2 includes project related materials from the Florida Department of Transportation website. Exhibit 3 is an excerpt from the grant application that includes a description of the project.

Attachments

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

2198 Edison Avenue
Jacksonville, FL 32204-2730

KEVIN THIBAUT
SECRETARY

March 18, 2019

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

RECEIVED

MAR 18 2019

**NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL**

Re: FDOT Request: Amendments to the Gainesville MTPO Transportation Improvement Program (TIP) FY 2018/19 – 2022/23

Dear Mr. Koons:

The Florida Department of Transportation (FDOT) requests an amendment to the Transportation Improvement Program (TIP) for FY 2018/19 – 2022/2023. Please add the following TIP Amendments request for action by the TPO Board at the April meeting.

ALACHUA COUNTY

445061-1 City of Gainesville/UF Arterial Corridor Traffic Control Devices/System

<u>Fund</u>	<u>Phase</u>	<u>FY 2020</u>
TSM	Construction	100,000

445061-2 City of Gainesville/UF Arterial Corridor Traffic Control Devices/System

<u>Fund</u>	<u>Phase</u>	<u>FY 2020</u>
TSM	Construction	100,000

445186-1 University of Florida/Gainesville Pedestrian Aid Grant

<u>Fund</u>	<u>Phase</u>	<u>FY 2020</u>
TSM	Construction	800,000

Approval of this TIP Amendment will not affect the funding or advancement of other projects in the FY 2018/19 – 2022/23 TIP.

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

Sincerely,

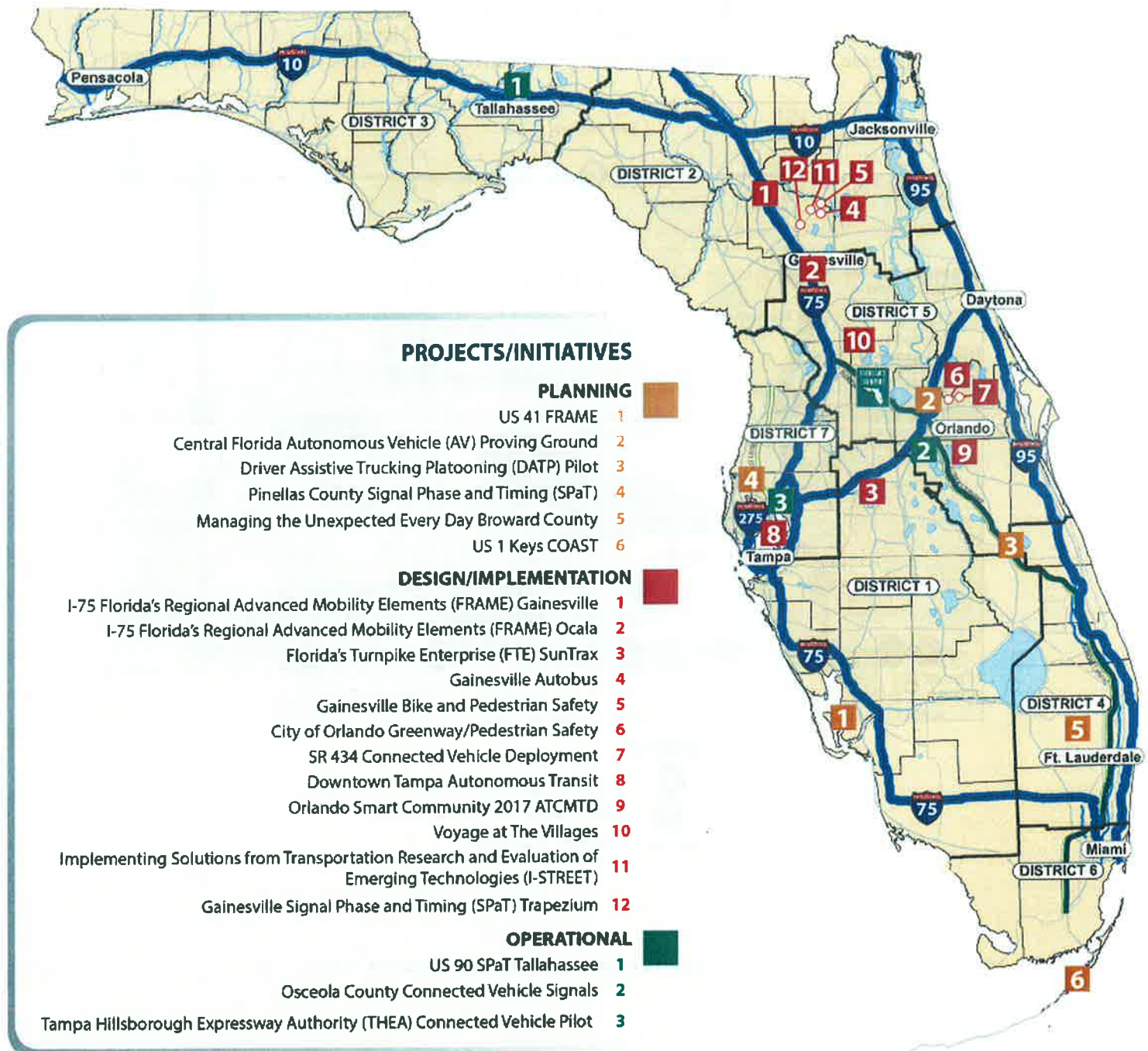
A handwritten signature in blue ink, appearing to read 'Mari Schwabacher', with a stylized flourish at the end.

Mari Schwabacher
Gainesville MTPO Liaison
FDOT District Two



The Florida Connected Vehicle Initiative

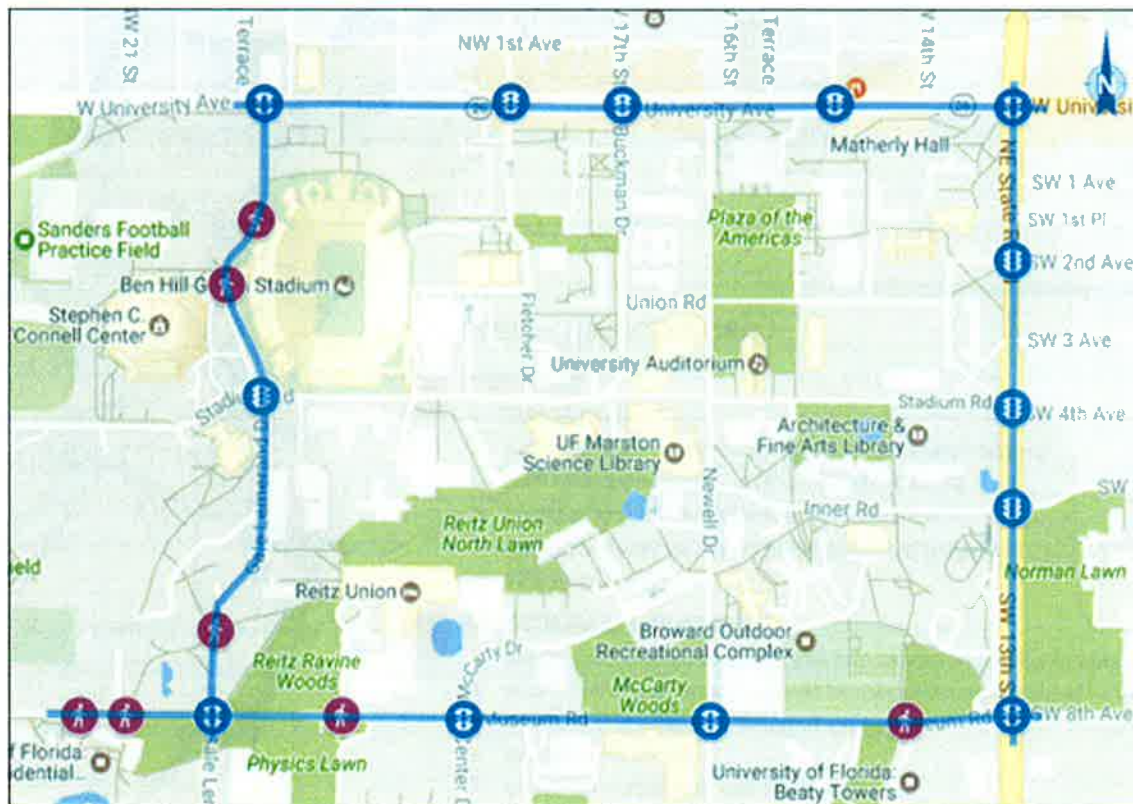
Connected vehicles (CV) use vehicle-to-vehicle, vehicle-to-infrastructure, and infrastructure-to-vehicle communication to exchange information between vehicles, drivers, the roadside, bicyclists and pedestrians. The Florida connected vehicle project map is below.



FDOT applied for the Federal Accelerated Innovation Deployment (AID) Demonstration program in April 2017 to pilot connected vehicle and pedestrian/bicyclist safety applications (active or passive) at 13 signalized intersections and seven mid-block crossings within the core of the University of Florida (UF) campus. The goal of this project is to reduce pedestrian and bicycle crashes and conflicts with vehicles and transit. The routes are SR 26 (University Avenue), US 441 (SW 13th Street), Museum Road, and Gale Lemerand Drive. The project will install at least 20 roadside units (RSU) and 20 passive pedestrian detection systems on these corridors for testing. The project will be led by UF and will consist of before and after analysis.

The following will be tested during this project:

- Passive pedestrian/bicyclist detection at all locations via detection technologies
- Real-time notification to transit, motorists, and pedestrians/bicyclists
- Signal phase and timing data broadcasting with active pedestrian/bicyclist detection via RSUs



Legend

- Traffic Signals (13)
- Mid-block Crossings (7)
- Project Corridor

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Pedestrian-Bicyclist Safety Applications Using Connected Vehicle Technologies

Accelerated Innovation Deployment (AID) Demonstration Grant Application – FY 2017

Florida Department of Transportation (FDOT)



Contact Information

Fred Heery, Sr., PE

State TSM&O Program Engineer

Florida Department of Transportation (FDOT)

Email: fred.heery@dot.state.fl.us

Phone: 850-410-5606

1. Project Abstract

The Florida Department of Transportation (FDOT) is partnering with the University of Florida (UF), the City of Gainesville, and the City of Gainesville Regional Transit System (RTS) to deploy and test pedestrian and bicyclist safety applications at signalized intersections and mid-block crossings using Connected Vehicle (CV) technologies. The goal of the project is to disseminate real-time traffic information to motorists and pedestrian/bicyclists, as well as transit vehicles, and improve safety and operations along the corridors using Basic Safety Messages (BSM)¹ and Vehicle to Infrastructure (V2I) and Vehicle to Pedestrian (V2P) communications. This project will support the following two Technology Innovation Deployment Program (TIDP) goals: significantly accelerate the adoption of innovative technologies by the surface transportation community; and develop and deploy new tools, techniques, and practices to accelerate the adoption of innovation in highway transportation.

This project supports Florida's Regional Advanced Mobility Elements (FRAME) project which will eventually cover more roadways, including I-75 in the cities of Gainesville and Ocala with Dedicated Short Range Communication (DSRC), Road Side Units (RSU), Signal Phase and Timing (SPaT), Map, BSMs, and Automated Traffic Signal Performance Measures (ATSPM).

The United States Department of Transportation's (USDOT) Accelerated Innovation Deployment (AID) demonstration funds will support the furnishing and installation of the RSUs, SPaT, and BSM capabilities at 20 pedestrian crossing locations (13 signalized and 7 mid-block). The FDOT funds will oversee the project concept development, design and deployment, and will support the Systems Engineering (SE) process, pedestrian smartphone application development, and the before and after evaluation of the deployment initiative.

¹ http://standards.sae.org/j2735_201603/

2. Project Description

2.1. Project Overview

FDOT in partnership with UF, City of Gainesville, and RTS will deploy and test pedestrian/bicyclist safety applications at signalized intersections and mid-block crossings using CV technologies. The project will also explore the possibility of applying the technologies to skateboard users along the project corridors. The goal of the project is to disseminate real-time traffic information to motorists and pedestrians/bicyclists, as well as transit vehicles, and improve safety and operations along the corridors using BSMs and V2I and V2P communications. This project will support the following two TIDP goals: significantly accelerate the adoption of innovative technologies by the surface transportation community; develop and deploy new tools, techniques, and practices to accelerate the adoption of innovation in all aspects of highway transportation.

This project will eventually become a part of the I-75 FRAME project with additional roadways in the cities of Gainesville and Ocala equipped with RSUs, SPaT, BSMs, and ATSPM.

The AID demonstration funds will support the furnishing and installation of the RSUs, SPaT, and BSMs capabilities at 20 pedestrian crossing locations (13 signalized and 7 mid-block). FDOT funds will oversee the project concept development, design and deployment, and will support the SE process, pedestrian smartphone application development, and the before and after evaluation of the deployment initiative.

The letters of support from UF, City of Gainesville, and RTS are provided in Appendix A.

2.1.1. Project Objective

The objective of the project is to disseminate real-time traffic information to motorists, pedestrians, bicyclists, and transit vehicles to improve safety and operation along the high-pedestrian corridors using V2I and V2P communications. The project objective supports FDOT's plan to accelerate emerging technology deployments to improve pedestrian and bicyclist safety, and to provide information to transit vehicles.

The Federal Automated Vehicle (AV) policy² released in September 2016, provides guidance and urges the automobile industry to speed the delivery of highly automated vehicles in the United States. This project could open doors for the automobile industry to test their technologies in this test bed, and support the UF's objective of creating an arterial CV test bed for pedestrian and transit safety applications.

² <https://www.transportation.gov/AV/federal-automated-vehicles-policy-september-2016>

2.1.2. Project Location

The project corridors are located on four sides of the UF campus: University Avenue, US 441 SW 13th Street, Museum Road, and Gale Lemerand Drive as shown in Figure 1.

Figure 1. UF Test Bed Project Area




The project corridors include thirteen (13) signalized intersections and seven (7) mid-block crossings without signals (some with single post flashing beacons).

2.1.3. Crash Data

As shown in Table 1, the project corridors experienced about 1,179 crashes between 2011 and 2015, including portion of the side streets. These corridors also experienced 48 bicyclists and 48 pedestrian crashes, which is 8% of the total crashes. Out of the total 96 bicyclist and pedestrian crashes, 81 were injury crashes which is 84% of the total pedestrian and bicyclist crashes.



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Year 2040 Long-Range Transportation Plan - Status Report

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its October 22, 2018 meeting, the Metropolitan Transportation Planning Organization received a presentation on the Year 2045 Long-Range Transportation Plan update. During the discussion, staff stated that a status report on the implementation of the Year 2040 Long-Range Transportation Plan would be presented at a future meeting. The following exhibits have been prepared to illustrate the status of the Year 2040 Long-Range Transportation Plan:

Exhibit 1 shows the adopted Year 2040 Cost Feasible Plan Projects. This exhibit also identifies projects that were included in the adopted Year 2035 Cost Feasible Plan Projects and project funding status.

Exhibit 2 shows the adopted Year 2040 Cost Feasible Plan State Highway System funding project priorities and their current funding status from the Transportation Improvement Program.

Exhibit 3 shows the adopted Year 2040 Cost Feasible Plan Surface Transportation Block Grant funding project priorities and their current funding status from the Transportation Improvement Program.

Exhibit 4 shows the Year 2040 Long-Range Transportation Plan revenue forecast categories and amounts and the current Year 2040 Cost Feasible Plan project funding status from the Transportation Improvement Program. In addition, this exhibit shows several projects from the current Transportation Improvement Program either identified in the Year 2035 Cost Feasible Plan or received funding from federal and/or state discretionary grant awards. Please note that discretionary funding is not included in the revenue forecast.

Exhibit 5 shows the Year 2040 Long-Range Transportation Plan Existing Plus Committed project status.

As shown in Exhibits 2 and 3:

- Surface Transportation Block Grant funding priority project No. 1 SW 62nd Boulevard Four-Lane Connector [2113652, 2113653, 2113655, 2113656 and 2113657] has a fully funded interim two-lane project with both federal Surface Transportation Block Grant funding and state discretionary County Incentive Grant Program and Transportation Regional Incentive Program funding;
- State Highway System fund priority project No. 4 State Road 121 (West 34th Street) Turnlanes [4394881 and 4394901] has received federal discretionary safety funds for only safety-warranted intersections; and
- State Highway System fund multimodal corridor priority projects No. 1 State Road 25 (West 13th Street) [4398061] and No. 2 State Road 26 (University Avenue) [4398081] have received federal discretionary safety funds for safety lighting preliminary engineering. Priority No. 3 State Road 24 (Waldo Road) [4394891] has received federal discretionary safety funds for safety lighting preliminary engineering and construction.

There have been no new Transportation Alternative Program-funded projects within the Gainesville Metropolitan Area since the Year 2040 Long-Range Transportation Plan was adopted. Several projects have received federal discretionary and state discretionary funding (see Exhibit 4).

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

Adopted Year 2040 Cost Feasible Plan Projects

Priority	Project	Description [Funding]	Estimated Cost (In Millions)
State Highway System [\$57.30 Million Available]			
SHS-1	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	\$2.10
SHS-2	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	\$6.00
SHS-3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	\$2.94
SHS-4	State Road 121 (West 34th Street)	Safety and Capacity Enhancements from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bikelanes	\$33.56 (Partially Funded)
SHS-5	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	\$12.70 (Partially Funded)
Surface Transportation Block Grant [\$21.10 Million Available]			
STBG-1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bikelanes - \$27 million project (not fully funded)	\$9.00 (Partially Funded)
STBG-2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bikelanes- \$18.2 million project (funded for design only)	\$0.25
STBG-3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	\$10.55
STBG-4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.30
Transportation Alternatives Program [\$4.94 Million Available]			
TAP-1	Bicycle/Pedestrian Program	Miscellaneous "boxed funds" for bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$3.51
Strategic Intermodal System [\$5.10 Million Available]			
SIS-1	Interstate 75	Interchange Modification- Operational Improvement at State Road 121 interchange	\$5.10
Transit [\$52.70 Million Available]			
BUS-1	Regional Transit System	Maintain existing transit service systemwide	\$52.70
Local Projects [Alachua County/City of Gainesville/University of Florida/Developer-Funded]			
-	NW 83rd Street	Two-lane extension from NW 39th Avenue to Springhills Boulevard	\$10.75
-	NW 91st Street	Two-lane extension from terminus to Springhills Boulevard	\$2.99
-	NW 98th Street	Two-lane extension from NW 39th Avenue to Springhills Boulevard	\$5.59
-	Radio Road Extension	Two-lane extension from SW 34th Street to Hull Road	\$3.24
-	Springhills Boulevard	New two-lane roadway from NW 122nd Street to NW 83rd Street	\$5.97
-	Springhills Connector	New two-lane roadway from Springhills Boulevard to Millhopper Road	\$5.97
-	SW 23rd Terrace Extension	Two lane extension from Archer Road to Hull Road	\$2.39
-	University of Florida	Transit Center	\$6.24

Projects in italics were in the Year 2035 Cost Feasible Plan.

Exhibit 2

Adopted Year 2040 Cost Feasible Plan Project Funding State Highway System* [\$21.10 Million Available]

Priority	Project	Description [Funding]	Estimated Cost (In Millions)	Transportation Improvement Program Implementation Status			
				2018-19	2019-20	2020-21	2021-22
SHS-1	<i>US 441 (West 13th Street) [4398061]</i>	<i>Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road</i>	\$2.10 (Partially Funded) Safety Lighting	-	-	-	-
SHS-2	<i>State Road 26 (University Avenue) [4398081]</i>	<i>Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road</i>	\$6.00 (Partially Funded) Safety Lighting	-	-	-	-
SHS-3	<i>State Roads 24/331 (Waldo/Williston Roads) [4394891]</i>	<i>Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue</i>	\$2.94 (Partially Funded) Safety Lighting	-	-	-	-
SHS-4	<i>State Road 121 (West 34th Street) [4394881] [4394901]</i>	<i>Safety and Capacity Enhancements from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bikelanes</i>	\$33.56 (Partially Funded) Traffic Operations Modifications	-	-	-	-
SHS-5	<i>State Road 24 (Archer Road) [4395591]</i>	<i>Widen to four lanes from Tower Road to SW 122nd Street</i>	\$12.70 (Partially Funded)	\$0.01 Planning	-	-	-
STBG-1	<i>SW 62nd Boulevard Connector [2113652, 2113653, 2113655, 2113656 & 2113657]</i>	<i>Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bikelanes - \$27 million project (not fully funded)</i>	\$9.00 (Partially Funded) Two-lane extension interim project	\$4.86* \$5.82 Right-of-Way	-	-	\$7.10* \$17.61 Construction

Blue text - Total funding including federal, state and local funds; * includes Transportation Regional Incentive Program and County Incentive Grant Program funding
Projects in italics were in the Year 2035 Cost Feasible Plan. **Projects in bold text are partially funded.**

SHS - State Highway System; STBG - Surface Transportation Block Grant

Exhibit 3

Adopted Year 2040 Cost Feasible Plan Project Funding Surface Transportation Block Grant* [\$21.10 Million Available]

Priority	Project	Description [Funding]	Estimated Cost (In Millions)	Transportation Improvement Program Implementation Status			
				2018-19	2019-20	2020-21	2021-22
STBG-1	SW 62nd Boulevard Connector [2113652, 2113653, 2113655, 2113656 & 2113657]	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bikelanes - \$27 million project (not fully funded)	\$9.00 (Partially Funded) Two-lane extension interim project	\$0.96* \$5.82 Planning Engineering Right-of-Way			\$8.04* \$17.61 Construction
STBG-2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bikelanes- \$18.2 million project (funded for design only)	\$0.25	-	-	-	-
STBG-3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	\$10.55	-	-	-	-
STBG-4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.30	-	-	-	-
SHS-1	US 441 (West 13th Street) [4398061]	<i>Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road</i>	\$2.10 (Partially Funded) Safety Lighting	\$0.10 Engineering	-	-	-
SHS-2	State Road 26 (University Avenue) [4398081]	<i>Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road</i>	\$6.00 (Partially Funded) Safety Lighting	\$0.19 Engineering	-	-	-
SHS-3	State Roads 24/331 (Waldo/Williston Roads) [4394891]	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	\$2.94 (Partially Funded) Safety Lighting	\$0.01 Engineering	\$3.93 Construction	-	-
SHS-4	State Road 121 (West 34th Street) [4394881] [4394901]	<i>Safety and Capacity Enhancements from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bikelanes</i>	\$33.56 (Partially Funded) Traffic Operations Modifications		\$3.92 SW 2nd Avenue to University Avenue Construction	\$8.05 NW 16th Avenue to US 441 Construction	-

Blue text - Total funding including federal, state and local funds; * includes reallocated High Priority Project funding
Projects in italic text were in the Year 2035 Cost Feasible Plan. Projects in bold text are partially funded.

SHS - State Highway System; STBG - Surface Transportation Block Grant

Exhibit 4

Year 2040 Revenue Forecast / Project Funding 2018-19 to 2021-22 Status Report

Funding Category	Revenue Forecast (In Millions, Year of Expenditure)			Project Funding (In Millions)	Funded Activity 2018-19 to 2021-22
	2021 to 2025	2026 to 2030	2031 to 2040	2018-19 to 2021-22	
State Highway System	\$23.60	\$22.30	\$48.80	\$0.01	State Road 24 (Archer Road) 4-Lane Plan, Development and Environment Study [SHS-1]
Surface Transportation Block Grant	\$8.70	\$8.30	\$18.00	\$0.07 \$8.99 [#]	NE 18th Avenue Sidewalk; SW 62nd Boulevard Connector Interim Two-Lane Project [STBG-1]
Freight Program/ Strategic Intermodal System	\$5.10			\$3.07 \$8.08 \$1.00 \$0.00	<i>Intelligent Transportation System - countywide*</i> <i>State Road 24 (Archer Road) Interchange Modification*;</i> <i>Interstate 75 Managed Lanes Study*</i> State Road 121 (Williston Road) Interchange Modification Project [SIS-1]
Transportation Alternatives Program	\$1.45	\$1.45	\$2.00	\$0.84 \$0.42	<i>SW 27th Street Trail;</i> NW 19th Lane Trail
Transit - State Block Grants	\$18.20	\$19.10	\$40.00	\$8.42 \$0.56	<i>Regional Transit System Operations and Capital Purchases</i> <i>Transportation Disadvantaged Program</i>
Total				\$31.46	-
Discretionary Federal/State Funding (In Millions)					
County Incentive Grant Program*				\$4.44	SW 62nd Boulevard Connector Interim Two-Lane Project [STBG-1]
Highway Safety Program				\$0.05	Main Street @ State Road 331 Modification
				\$1.08	NW 53 Avenue @ Animal Services Entrance Turnlane
				\$0.54	SW 20th Avenue Sidewalk;
				\$2.98	State Road 26 @ Tower Road Turnlane;
				\$1.24 [#]	<i>State Roads 24, 25 and 26 Safety Lighting Projects [SHS-1, SHS-2, SHS-3]</i>
				\$11.98	<i>State Road 121 Traffic Operations Modifications Projects [SHS-4];</i>
National Highway System				\$0.06	<i>State Road 226 Transportation System Management</i>
Safe Routes to School*				\$2.85	<i>State Roads 24 Safety Lighting Project [SHS-1]</i>
Transit - FTA 5307				\$0.17	NE 18th Avenue Sidewalk
Transit - Other Grants and Awards*				\$17.00	<i>Regional Transit System Operations and Capital Purchases</i>
Transportation Regional Incentive Program*				\$14.40	<i>Regional Transit System Operations</i>
Total with Supplemental Grants/Funding				\$2.36	<i>Bus Purchase Grant, Autonomous Bus Grant, Operations Grants</i>
				\$7.52	SW 62nd Boulevard Connector Interim Two-Lane Project [STBG-1]
				\$96.13	-

* Revenue source and/or projects not accounted for in revenue forecast

[#] Includes reallocated High Priority Project funding

Projects in italics were in the Year 2035 Cost Feasible Plan or from the Interstate 75 Corridor Study.

FTA - Federal Transit Administration; SHS - State Highway System; STBG - Surface Transportation Block Grant

Exhibit 5

Year 2040 Long-Range Transportation Plan Existing Plus Committed Capacity Projects

Roadway	From/To	Modification	Implementation Status
New Road Projects Completed Since 2010			
1 - Gainesville Regional Airport Entrance	Waldo Road / Airport Terminal	New two-lane facility	Complete
2 - SW 9 Street	SW 2 Avenue / SW 4 Avenue	New two-lane facility	Complete
3 - SW 3 Avenue	SW 10 Street / SW 7 Terrace	New two-lane facility	Complete
4 - Hull Road Extension	SW 34 Street / SW 38 Terrace	New two-lane facility	Complete
5 - SW 38 Terrace	SW 20 Avenue / Hull Road	New two-lane facility	Complete
New Road Projects Funded Through Construction by 2019			
6 - Celebration Pointe Boulevard/ SW 30 Avenue Bridge	Archer Road / SW 42 Way	New four-lane facility	Complete
7 - SW 62 Boulevard	Archer Road / SW 43 Street	New four-lane facility	Right-of-way funded in Fiscal Year 2018-19 <i>Two-lane interim project construction funded in Fiscal Year 2021-22</i>
8 - Plaza Boulevard (SW 38 Terrace)	SW 24 Avenue / SW 42 Street	New two-lane facility	Complete
9 - SW 30 Avenue	SW 42 Street / SW 40 Boulevard	New two-lane facility	Complete
10 - SW 42 Way Extension	SW 30 Place / SW 30 Avenue	New two-lane facility	Complete
11 - SW 30 Place Extension	SW 42 Way / SW 42 Street	New two-lane facility	Complete
12 - SW 8 Avenue - Phase 1	SW 137 Way / SW 122 Street	New two-lane facility	Complete
13 - SW 8 Avenue - Phase 2	SW 143 Street / SW 137 Street	New two-lane facility	Funded in Fiscal Year 2019-20
14 - SW 8 Avenue	SW 75 Street / SW 24 Avenue	New two-lane facility	Funded in Fiscal Year 2014-15
15 - NW 23 Avenue	NW 55 Street / NW 58 Boulevard	Widen to four-lanes	Under construction
16 - SW 40 Boulevard Extension	South of Archer Road / SW 47 Avenue	New two-lane facility	Funded in Fiscal Year 2016-17

Project in italics is outside the adopted Year 2040 Long-Range Transportation Plan Existing Plus Committed period.
Project in Blue text is split into two phases.



April 15, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Department of Transportation Revenue Forecast

STAFF RECOMMENDATION

Receive Presentation.

BACKGROUND

The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization with materials related to the revenue forecast for the Year 2045 Long-Range Transportation Plan. The revenue forecast is an estimate of the funding to be provided for transportation system projects for the cost feasible plan. These materials include:

Exhibit 1 - Revenue Forecast Overview;

Exhibit 2 - 2045 Revenue Forecast Gainesville Metropolitan Transportation Planning Organization, July 14, 2018;

Exhibit 3 - Florida Department of Transportation Presentation Handout; and

Exhibit 4 - Revenue Forecasting Guidebook.

Exhibits 1, 2 and 3 are provided with this memorandum. Exhibit 4 is available at the following link:

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2019/RevenueForecastGuidebookB.pdf

Attachments

EXHIBIT 1

Full Revenue Forecast Handbook Document

Single source document providing details of how the estimates are done; where the funds come from; Federal and state guidelines. Page 2 – 3 give an overview. Explains that numerous fund codes used by FDOT are consolidated into three major categories: Federal, State, and Turnpike/Tolls.

Florida's Transportation Tax Primer

If you want to get into the money and sources of funds, the Tax Primer provides the breakout

Supplemental to the 2045 Forecast for the Gainesville Metropolitan Transportation Planning Organization Boundary

Specific to the MTPO; includes statewide estimates, District estimates and categories provided specific to MTPO level estimates.

Tables 3 and 4, and Tables 10, 12 it is explanatory how the Programs and Categories are “rolled up” for the estimates. All programs are collapsed into and support two categories: Capacity and Non Capacity

The MPO is provided revenue forecast for the LRTP, in Year of Expenditure Dollars (inflated) in the Capacity Program category. MTPO level estimates are provide ONLY in the Other Arterial and ROW and Transit Programs.

Attached is the “2045 Revenue Forecast/Gainesville MTPO with statewide, district wide program estimates, countywide and MPO level program estimates.

Revenue Forecast Categories

Tables 3 and 4 of Revenue Forecast

Metropolitan forecasts in a non TMA for Transportation Alternatives and Other Roads were developed using statutory formula: 50% population 50% motor fuel tax. For Planning purposes, transit program funds were divided between districts and counties according to population.

Table three (highlight in yellow) explains how multiple programs are “rolled up: into Programs for the estimates. The Forecast Programs category further expands to Program categories and program categories are then expanded in work program to applicable fund codes and projects.

Statewide Capacity Programs

Table 4 Revenue Forecast Statewide Estimates totals

SIS State Highway System - Statewide level estimates – State funding

Program estimates support: Interstate construction; turnpike construction, other SIS highway construction; SIS traffic operations, associated ROW for SIS; other toll roads, projects designed to serve interstate and regional commerce, including SIS connector, SIS hubs (designated SIS facilities).

FDOT takes the lead in planning and provides the MPO with a SIS project list for the LRTP.

Aviation- Statewide level estimates State and Federal Funds

Table 4

Financial and technical assistance to airports, spaceports, safety security, planning, capacity, economic development, preservation,

Example of Fund Codes: DPTO, DDR, DS, GMR, SIWR, SAFE

Rail- Statewide level estimates State and Federal Funds

Rail safety inspections, highway grade crossing safety, intercity and commuter rail service, rehab of rail facilities

Example of Fund Codes: FRA, DFTA, DS, DDR, GMR, SIWR, HSR, RHH, RHP

Intermodal Access- Statewide level estimates State and Federal Funds

Table 4

Improve access to intermodal facilities, seaports, airports, associated right of way. Funds in future will be appropriated under the mode (aviation, highway, seaport, rail)

Seaports- Statewide level estimates State and Federal funds

Development of deep water ports, security infrastructure land acquisition, dredging, construction of storage facilities and terminals, acquisition of container cranes and other equipment

Examples of Fund Codes: PORT, PORB, POED, DIS, GMR, SIWR, CM, DFTA, STP, DPTO

SUN Trail- Statewide level estimates State and Federal Funds

Develop a statewide system of paved, non motorized trails as a component of the FL Greenways and Trails planned by FI DEP

Examples of Fund Codes: SROM, TLWR,

**can use district managed funds if available – DDR, DS, etc*

Table 5

MPOs take the lead in the LRTP programming process
MPO level estimates (76% county population)

Other Arterial Construction/ROW

Supports Arterial traffic operation, construction, improvements and associated ROW on SHS, Off system roads , county programs(SCRAP, SCOP, CIGP) economic development, other arterial bridge and ROW(not on SIS), other arterial advance corridor acquisition, traffic signals, intersection modifications, ITS.

Examples of Fund Codes: SA, SL , SAAN, CIGP, TRIP, ITS, DITS

Transit- MPO level estimates provided State and Federal Funds

Technical, operating/capital assistance to transit, rideshare, Transportation Disadvantaged, TD commission, transportation systems, block grants

Examples of Fund Codes: DU, DPTO, FTAT, STP, FTA, SA

- *Does not include Florida New Starts program*

Table 6

Transportation Management Area (TMA) -SU- MPOs > 200,000 Federal Funds

N/A

Table 7

TRIP estimates provided as Districtwide level estimate State funds

Districtwide District 2 program estimates - Not MPO level estimates

Further discussion with the District needed if MPO wants to show TRIP project(s)

MPO can program as illustrative/there is no funding guarantee for TRIP

Example of Fund Codes: TRIP

Table 8

Transit- New Starts Program State Funds Only Statewide estimates

Match program for local non Fed share of project costs for new fixed guideway projects that qualify under FTA New Starts Program

Table 9

Transportation Alternatives estimates provided defined as Alachua County Federal funds

Not at an MPO level program estimate- TAP projects are contingent upon an application cycle submitted by a County

On and Off Road trail facilities, safe routes to schools, historic transportation facilities, conversion and use of abandoned rail corridors,

Examples of Fund Codes TALL TALT SR2S

**not eligible for TALU (TMA-areas)*

Non-Capacity Table 10 - 11 and Table 12 State and Federal Funds

MPO level estimates not provided, FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the statewide objectives and policies in each district and MPO.

Table 11 Statewide estimate for existing facilities on the state highway system to support safety, resurfacing, bridge, operations and maintenance, product support and administration

Table 12 State and Federal Funds

District level estimates for these programs

Safety

Includes Highway Safety Program, Highway safety grants, bicycle/pedestrian safety, industrial safety, general safety projects or programs

Examples of Fund Codes HSP ACSS ACID ACLD RHH RHP HRRR

Resurfacing

Resurfacing on the State Highway System and local roads as provided by state law (interstate, arterial, freeway, off-system and turnpike)

Examples of Fund Codes : DDR, DIH, DS,

Bridge

Bridge repair and replacement on the State Highway System; turnpike. Percentage of Federal bridge funds to be spent off Federal system (local bridges).

Examples of Fund Codes BRTZ NHPP NHBR BRRP BNBR

Product Support

Planning and engineering phases; construction engineering inspection (CEI), right of way support, environmental mitigation, materials and research, Planning and Environmental (PDE), public transportation operations PDE/PE comes out of product support estimates not out of MPO estimates

Examples of Fund Codes: DIH, DS , D, HP, HR, DEMW, PLHP, PLEM, PLNI, PECN, AINH

Off SHS project can use Fed SA for support phases

Operations & Maintenance

Support and maintain transportation infrastructure, traffic engineering and operations, motor carrier compliance, turnpike toll operations.

Examples of Fund Codes: MNPD, MNCF, MHWB, MCCF, MHWY, DS, DWS

Administration and other

Office of Information Services, debt service, fixed capital outlay for fixed assets (offices, buildings) , district administration staff (fiscal, budget, personnel, contracts), , equipment and materials required to perform information management development (data processing), fiscal, budget, minority programs, , document reproduction, internal audit and contract functions of the Florida Department of Transportation

Examples of Fund Codes: FCO, SSM, D, X1

New Earmark and Proviso Funding – TBD

Emergency Repair – PKER DER

2045 REVENUE FORECAST \ GAINESVILLE MTPO

WITH STATEWIDE, DISTRICTWIDE AND COUNTY-SPECIFIC PROJECTIONS

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that “flow through” the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO¹) Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida’s 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act²) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department’s work program for FYs 2018 through 2022, (2) the impact of the department’s objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not “flow through” the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida’s Transportation Tax Sources: A Primer*, and the *Local Government Financial Information Handbook*.³

¹ In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA and MTPO.

² Fixing America’s Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

³ FDOT’s tax source primer is available at <http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf>. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at <http://edr.state.fl.us/Content/local-government/reports/lghih17.pdf>.

This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary doesn't match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office.⁴ Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as "non-capacity programs" here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

2045 Revenue Forecast (State and Federal Funds)

The 2045 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

Forecast of State and Federal Revenues

The 2045 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimates revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program.

The forecast does not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. Assumptions about revenue growth are shown in Table 1:

⁴ Formerly known as the Systems Planning Office.

Table 1
Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligating Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The *2045 Revenue Forecast Guidebook* contains inflation factors that can be used to adjust project costs expressed in “present day cost” to “year of expenditure” dollars.

Table 2
Forecast of Revenues
2045 Revenue Forecast (Millions of Dollars)
(Percentages reflect percentage of total period funding produced by that source. For example, Federal funding is projected to provide 24% of all funding for the period of 2021 through 2025)

Major Revenue Sources	Time Periods (Fiscal Years)					26-Year Total ² 2020-2045
	2020 ¹	2021-2025 ¹	2026-2030	2031-2035	2036-2045	
Federal	2,353 28%	10,884 24%	11,878 23%	12,108 21%	24,217 20%	61,440 22%
State	5,263 62%	27,311 61%	34,040 65%	38,164 66%	80,399 66%	185,178 65%
Turnpike	814 10%	6,572 15%	6,688 13%	7,861 14%	16,518 14%	38,453 13%
Total²	8,430	44,768	52,606	58,133	121,134	285,071

¹ Based on the FDOT Adopted Work Program for 2018 through 2022.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on

safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with “Financial Guidelines for MPO Long Range Plans” moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. \$285 billion is forecast for the entire state transportation program from 2020 through 2045; about \$149 billion (52%) is forecast for capacity programs.

Metropolitan Forecast for Capacity Programs

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State’s 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.⁵ For planning purposes, transit program funds were divided between Districts and counties according to population.

⁵ The statutory formula is 50% population and 50% motor fuel tax collections.

TABLE 3
Major Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<u>SIS Highways Construction & ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) SIS Advance Corridor Acquisition
<u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
<u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
<u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
<u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
<u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
<u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
<u>SUN Trail</u> – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW

Table 4
Statewide Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total ²
	2020 ¹	2021-25 ¹	2026-30	2031-35	2036-45	2020-2045
SIS Highways Construction & ROW	2,199	12,940	12,490	13,933	28,971	70,534
Other Roads Construction & ROW	885	6,483	7,918	8,550	17,783	41,618
Aviation	211	1,143	1,433	1,596	3,354	7,738
Transit	417	2,306	2,881	3,154	6,580	15,339
Rail	178	850	1,255	1,425	2,985	6,692
Intermodal Access	40	262	345	379	791	1,816
Seaports	114	622	837	938	1,970	4,481
SUN Trail	25	125	125	125	250	650
Total Capacity Programs	4,068	24,731	27,284	30,100	62,684	148,868
Statewide Total Forecast	8,430	44,768	52,606	58,133	121,134	285,071

¹ Based on the FDOT Tentative Work Program for FYs 2018 through 2022.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)
Estimates for the Gainesville Metropolitan Transportation Planning Organization

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	8.4	61.9	75.2	81.1	168.8	395.4
Transit	3.5	19.5	24.6	26.9	56.1	130.6
Total - Main Programs	11.9	81.4	99.8	108.1	224.9	526.1

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).

^ Transit estimates do not include projected funding for the Florida New Starts program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.

Table 6
Transportation Management Area (TMA) Funds Estimates
(Known as SU Funds in FDOT Work Program)
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Gainesville Metropolitan Area (Defined as Alachua County)	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA/SU Funds	N/A	N/A	N/A	N/A	N/A	N/A

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as “funded” in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as “illustrative” projects.⁶ If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

Table 7
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)					26-Year Total ²
	2020 ¹	2021-25	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	168.8
District 2	2.5	17.6	26.3	29.2	59.9	135.5
District 3	1.6	11.6	17.3	19.2	39.3	89.0
District 4	4.1	28.9	43.1	47.9	98.2	222.3
District 5	4.7	32.8	49.0	54.4	111.7	252.6
District 6	2.8	19.7	29.4	32.7	67.0	151.6
District 7	3.3	23.2	34.6	38.4	78.8	178.2
Statewide Total Forecast	22.2	155.8	232.3	258.2	529.5	1,197.9

¹ Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

² Columns and rows sometimes do not equal the totals due to rounding.

⁶ Other projects for which funding is uncertain may also be included as illustrative projects.

Table 8
Transit - Florida New Starts Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

Statewide Program	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Statewide Total Forecast	41.8	226.3	259.2	282.4	593.4	1,403.1

Table 9
Transportation Alternatives Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Gainesville Metropolitan Area (Defined as Alachua County)	Time Periods (Fiscal Years)					26 Year Total ¹
	2020 ¹	2021-25	2026-30	2031-35	2036-45	2020-2045
TALU (Urban); Funds for TMA	N/A	N/A	N/A	N/A	N/A	NA
TALL (<200,000 population); Entire FDOT District	0.69	3.44	3.44	3.44	6.87	17.86
TALT (Any Area); Entire FDOT District	2.78	13.89	13.89	13.89	27.77	72.20

¹ Rows sometimes do not equal the totals due to rounding.

Other projects for which funding is uncertain may also be included in the LRTPs as “illustrative” projects.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast’s capacity funds) in each District and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each

TABLE 10
Major Non-Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
<u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
<u>Product Support</u> - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
<u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
<u>Administration and Other</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About \$136 billion (48% of total revenues) is forecast for non-capacity programs.

Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Categories	Time Periods (Fiscal Years)					26-Year Total ¹
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Safety	141	820	826	825	1,659	4,271
Resurfacing	633	4,354	4,150	4,241	8,756	22,135
Bridge	1,035	1,051	2,403	2,946	6,122	13,556
Product Support	1,302	6,576	6,709	7,096	14,614	36,299
Operations and Maintenance	1,384	7,442	8,596	9,162	18,939	45,523
Administration and Other	429	2,770	2,891	2,819	5,559	14,468
Statewide Total Forecast	4,923	23,013	25,576	27,089	55,650	136,251

¹ Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total ¹
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
District 1	457	1,922	2,267	2,446	5,060	12,151
District 2	606	2,551	3,009	3,247	6,716	16,129
District 3	495	2,084	2,458	2,652	5,487	13,176
District 4	410	1,728	2,038	2,199	4,549	10,924
District 5	561	2,362	2,785	3,006	6,217	14,931
District 6	203	854	1,007	1,087	2,248	5,399
District 7	319	1,345	1,586	1,712	3,541	8,503
Statewide Total Forecast	3,051	12,847	15,150	16,348	33,817	81,214

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

¹ Columns and rows sometimes do not equal the totals due to rounding.

Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (L RTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.

**REVENUE FORECAST FOR THE
GAINESVILLE MTPo LONG RANGE PLAN UPDATE**

**2045 Forecast of State and Federal Revenues
for Statewide and Metropolitan Plans**



Long Range Revenue Forecast for Long Range Transportation Plans

Guidelines and Process for Metropolitan Forecasts



What is the Revenue Forecast?

A set of long term projected numbers for state funding FDOT provides to all Florida MPOs

MPO Long range transportation plans (LRTP) are required to show that funding is *likely* to be available for the projects listed in the plan

State and Federal funds listed in the Revenue Forecast are a large proportion of available funding for MPOs

Top Down Approach – Entire FDOT budget is included, though many categories are NOT included in the LRTPs
(State forecast by program – Broken down to Districts by program – Broken down to MPOs by program)

Legislative Revenue Estimating Conference (REC)

Held 3 times year

There are 2 REC's that affect DOT estimates:
 Highway Safety and Motor Vehicle
 Transportation REC

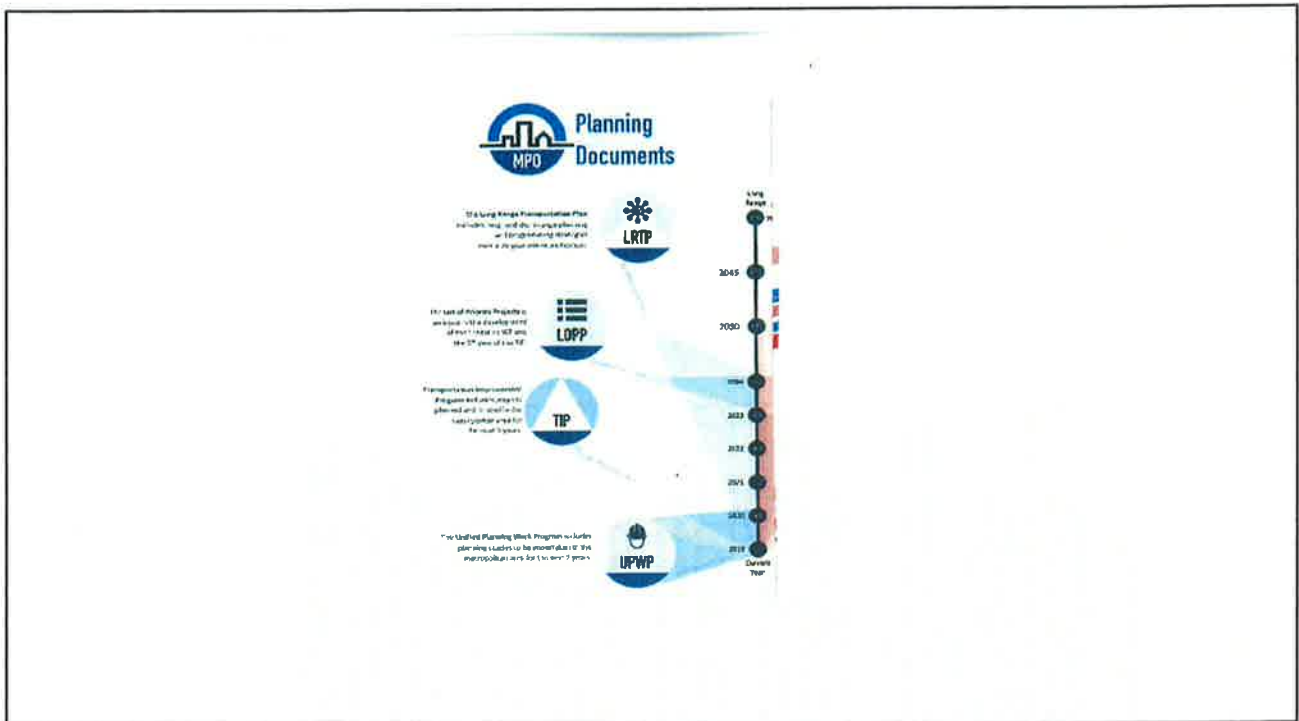
REC process forecasts revenues out 10 years

Table 1
Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligating Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The 2045 Revenue Forecast Guidebook contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.



Forecast to MPOs collapses sixty (60) programs into 14 programs, with hundreds of funds/fund codes further broken down to 2 Categories:

Capacity/Non Capacity

The estimates are given for an agreed upon base year and horizon year (MPOAC)

Estimates mostly given in 5 year bands between the base year and the horizon year

Estimates are in Year of Expenditure Dollars (inflation factor)

Description of the Major Programs Included in the Revenue Forecast

Capacity Programs	Non-Capacity Programs
SIS Highway Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and interregional commerce including SIS connectors).	Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, bicycle and pedestrian safety activities, the Industrial Safety Program, and general safety issues on a Department-wide bases.
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Bridge - Repair and replace deficient bridges on the State Highway System. Includes federal bridge funds which must be expended off the federal highway system (e.g., local bridges not on the State Highway System).
Intermodal Access - improving access to intermodal facilities, airports and seaports, and acquisition of associated rights of way.	Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program of safety resurfacing, and bridge programs).
Seaport Development - Funding for development of public deep-water port projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers	Operations & Maintenance (O&M) - Activities to support and maintain transportation infrastructure once it is constructed and in place. The Revenue Forecast includes projections of future FDOT expenditures for O&M on the State Highway System on the District level. Projections are not made on the MPO level because they would not serve any purpose.
Non-SIS Highways Construction & ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).
Transit - Technical, operating, and capital assistance to transit, paratransit, and ridesharing systems.	
SUN Trail - FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	



TABLE 3
Major Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<u>SIS Highways Construction & ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) SIS Advance Corridor Acquisition
<u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
<u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
<u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
<u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
<u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
<u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
<u>SUN Trail</u> – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW

Office of Policy Planning

July 14, 2018

**2045 REVENUE FORECAST **
GAINESVILLE MPO

WITH STATEWIDE, DISTRICTWIDE
AND COUNTY-SPECIFIC PROJECTIONS

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that "flow through" the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO)¹ Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida's 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act²) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department's work program for FY's 2018 through 2022, (2) the impact of the department's objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not "flow through" the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida's Transportation Tax Sources: A Primer*, and the *Local Government Financial Information Handbook*.³

¹ In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA and MTPO.

² Fixing America's Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

³ FDOT's tax source primer is available at <http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf>. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at <http://edr.state.fl.us/Content/local-government/reports/igfih17.pdf>.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)
Estimates for the Gainesville Metropolitan Transportation Planning Organization

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	8.4	61.9	75.2	81.1	168.8	395.4
Transit	3.5	19.5	24.6	26.9	56.1	130.6
Total - Main Programs	11.9	81.4	99.8	108.1	224.9	526.1

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A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.

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(Known as SU Funds In FDOT Work Program)
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Gainesville Metropolitan Area (Defined as Alachua County)	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA/SU Funds	N/A	N/A	N/A	N/A	N/A	N/A

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as "funded" in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as "illustrative" projects.⁶ If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

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FDOT District	5-Year Period (Fiscal Years)					26-Year Total ²
	2020 ¹	2021-25	2026-30	2031-35	2036-2045	2020-2045
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District 2	2.5	17.6	26.3	29.2	59.9	135.5
District 3	1.6	11.6	17.3	19.2	39.3	89.0
District 4	4.1	28.9	43.1	47.9	98.2	222.3
District 5	4.7	32.8	49.0	54.4	111.7	252.6
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Statewide Total Forecast	22.2	155.8	232.3	258.2	529.5	1,197.9

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Gainesville Metropolitan Area (Defined as Alachua County)	Time Periods (Fiscal Years)					26 Year Total ¹
	2020 ¹	2021-25	2026-30	2031-35	2036-45	2020-2045
TALU (Urban); Funds for TMA	N/A	N/A	N/A	N/A	N/A	NA
TALL (<200,000 population); Entire FDOT District	0.69	3.44	3.44	3.44	6.87	17.86
TALT (Any Area); Entire FDOT District	2.78	13.89	13.89	13.89	27.77	72.20

¹ Rows sometimes do not equal the totals due to rounding.

Other projects for which funding is uncertain may also be included in the LRTPs as “illustrative” projects.

TABLE 10
Major Non-Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
<u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
<u>Product Support</u> - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
<u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
<u>Administration and Other</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Categories	Time Periods (Fiscal Years)							25-Year Total ¹
	2020	2021-25	2026-30	2031-35	2036-40	2041-45	2046-50	
Safety	141	820	826	825		1,659	4,271	
Resurfacing	683	4,354	4,150	4,241		8,756	22,133	
Bridge	1,035	1,051	2,403	2,946		6,122	13,556	
Product Support	1,302	6,576	6,709	7,096		14,634	36,299	
Operations and Maintenance	1,384	7,442	8,596	9,162		18,999	46,523	
Administration and Other	429	2,770	2,891	2,819		5,559	14,468	
Statewide Total Forecast	4,923	23,013	25,576	27,089		55,880	136,251	

¹ Columns and rows sometimes do not equal the totals due to rounding.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	2020	Time Periods (Fiscal Years)					25-Year Total¹
		2021-25	2026-30	2031-35	2036-40	2041-45	
District 1	457	1,922	2,267	2,446		5,060	12,181
District 2	606	2,551	3,009	3,247		6,716	16,129
District 3	495	2,084	2,458	2,652		5,487	13,176
District 4	410	1,728	2,038	2,199		4,549	10,924
District 5	561	2,362	2,785	3,006		6,217	14,991
District 6	203	854	1,007	1,087		2,248	5,399
District 7	919	1,345	1,586	1,712		3,541	8,009
Statewide Total Forecast	3,091	12,847	15,150	16,348		33,817	81,214

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

¹ Columns and rows sometimes do not equal the totals due to rounding.

Recap:

Legislative REC meets 3 times year

FDOT Forecast for MTPO to develop LRTP is a snapshot, is not revisited

Forecast is in Year Of Expenditure dollars with inflation factors

Revenue Estimates are NOT a guarantee of programmed funding

Planning Level estimate provided for Long Range Plan development

Years 2018 – 2022 Are in the Adopted 5-Year Work program

MTPO provides lead for LRTP planning on Other Arterial/ROW and Transit estimates

LRTP Cost Feasible Plan balances with Revenue Forecast By Year/Band Year given in estimates

Projects that are in competitive program categories can be listed as Illustrative Only

If funded during plan years, LRTP Amendment completed to bring into Cost Feasible Plan

Links to documents:

Florida Tax Sources Primer

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/comptroller/pdf/gao/revmanagement/tax-primer.pdf?sfvrsn=f1eadaf7_0

Revenue Forecast Guidebook 2018

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/revenueforecast/revenue-forecasting-guidebook.pdf?sfvrsn=b40e9ddc_0



Florida Department of Transportation

Revenue Forecasting Guidebook

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2019/RevenueForecastGuidebookB.pdf

January 12, 2018





SCHEDULED 2019 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	February 6	February 7	February 25 at 3:00 p.m.
MAY	April 3 <i>TAC @ NCFRPC</i>	April 4	April 22 at 3:00 p.m.
JUNE	June 5	June 6	June 24 at 5:00 p.m.
AUGUST	August 7	August 8	August 26 at 3:00 p.m.
OCTOBER	October 2	October 3	October 28 at 3:00 p.m.
DECEMBER	November 20	November 21	December 16 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the General Purpose Meeting Room of the Gainesville Regional Utilities Administration 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 John R. "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