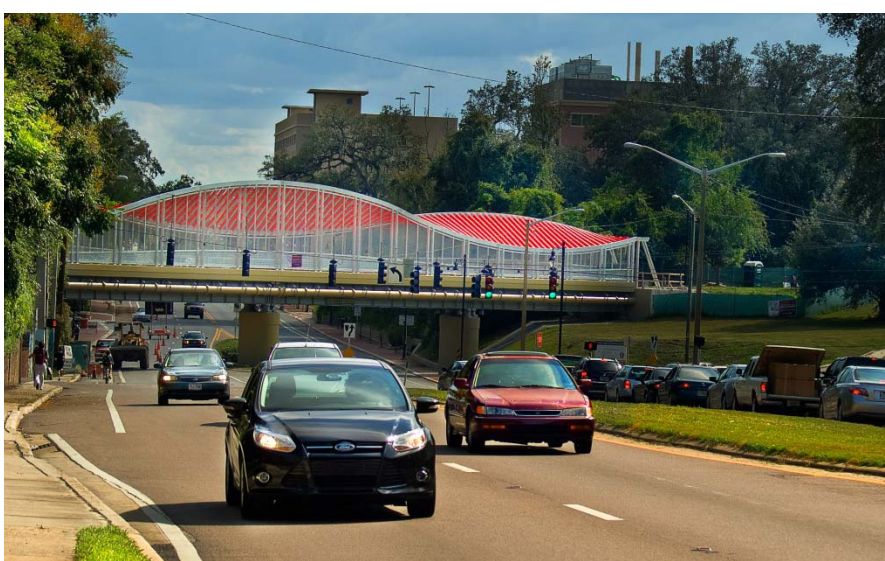


Meeting Packet

February 25, 2019

3:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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

2009 NW 67th Place, Gainesville, FL 32653-1803 • 352.955.2200

February 18, 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 **February 25, 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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**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 #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 #143 | II. Kermit Sigmon Citizens Participation Award - 2018 | PRESENT AWARD |
| | <u>The Citizens Advisory Committee has selected Dr. Charles “Charlie” Lane as the recipient of the 2018 Kermit Sigmon Citizen Participation Award.</u> | |
| Page #145 | III. Citizens Advisory Committee - Vacant Positions | FILL VACANT POSITIONS |
| | <u>The Metropolitan Transportation Planning Organization needs to fill two vacant positions.</u> | |
| Page #155 | IV. Year 2045 Long-Range Transportation Plan Update - Draft Vision, Principles and Strategies | APPROVE JOINT RECOMMENDATION |
| | <u>The Metropolitan Transportation Planning Organization needs to update its long-range transportation plan vision, principles and strategies to be consistent with the Fixing America’s Surface Transportation Act.</u> | |
| Page #173 | V. Intelligent Transportation System and Traffic Management System Update | RECEIVE PRESENTATION |
| | <u>The Metropolitan Transportation Planning Organization requested updates of the intelligent transportation system and traffic management system.</u> | |

VI. Next Meeting

NO ACTION REQUIRED

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*
- B. Citizens Comments*
- C. Chair's Report*

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

*No backup material included with the attached agenda material.



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

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

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

**3:00 p.m.
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 FOR INFORMATION ONLY
Consensus Planning Agreement -
Florida Metropolitan Planning Organization Advisory Council
and Florida Department of Transportation - Status Report**
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 FOR INFORMATION ONLY
State Road 121 (NW 34th Boulevard) at NW 53rd Avenue**
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 #105 CA. 8 State Road 26 (West Newberry Road) Bikelanes Update - Florida Department of Transportation Response FOR INFORMATION ONLY

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.

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.

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

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

December 17, 2018
5:00 p.m.

MEMBERS PRESENT

Mike Byerly
Charles Chestnut IV
Ken Cornell, Chair
Linda Dixon/Curtis Reynolds
Adrian Hayes-Santos
Gail Johnson
Lauren Poe
Gigi Simmons
Mari Schwabacher/Greg Evans
Helen Warren

MEMBERS ABSENT

David Arreola, Vice-Chair
Robert Hutchinson
Doug Jones
Harvey Ward
Marihelen Wheeler

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Chair Ken Cornell called the meeting to order at 5:02 p.m. He recognized Philip Mann, City of Gainesville Public Works Director, concerning the establishment of the City of Gainesville Department of Mobility and its new director.

Mr. Mann stated that the City of Gainesville established the Department of Mobility on October 1, 2018. He said that the Department includes: transportation; traffic engineering; traffic management; development review for transportation and traffic impact studies; strategic planning for transportation and parking infrastructure and smart city projects (including planning, development, implementation and analysis); regional transit; parking; and coordination and control of work performed in City rights-of-way. He introduced Malisa McCreedy, the new City of Gainesville Mobility Department Director.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

A member requested discussion of item CA. 7 U.S. Highway 441 Resurfacing Project/Linear Park - Florida Department of Transportation Response.

MOTION: Commissioner Byerly moved to approve the

1. **Consent Agenda as amended to move CA. 7 U.S. Highway 441 Resurfacing Project/Linear Park - Florida Department of Transportation Response to the Meeting Regular Agenda; and**
2. **Place CA. 7 U.S. Highway 441 Resurfacing Project/Linear Park - Florida Department of Transportation Response on the Meeting Agenda after item VII. State Road 222 (NE 39th Avenue) Crosswalk Update.**

Commissioner Chestnut seconded; motion passed unanimously.

II. CITIZENS ADVISORY COMMITTEE - VACANT POSITIONS

Scott Koons, Executive Director, stated that the Metropolitan Transportation Planning Organization needs to fill seven vacant positions on its Citizens Advisory Committee. He reported that one position has a term ending December 31, 2019 ; one position has a term ending December 31, 2020; and five positions have a term ending December 31, 2021. He noted that there are only five candidates at this time.

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

There were no applicants present at the meeting.

MOTION: Commissioner Byerly moved to reappoint Mary Ann De Matas, Jan Frentzen, Chandler Otis and Ruth Steiner to the Citizens Advisory Committee for terms ending December 31, 2021 and appoint Joshua Williams to the Citizens Advisory Committee for a term ending December 31, 2021. Commissioner Hayes-Santos seconded; motion passed unanimously.

III. BICYCLE/PEDESTRIAN ADVISORY BOARD - VACANT POSITIONS

Mr. Koons stated that the Metropolitan Transportation Planning Organization needs to fill two vacant positions on the Bicycle/Pedestrian Advisory Board. He noted that the two positions have a term ending December 31, 2021. He reported that there were no applicants present to speak concerning their candidacy.

MOTION: Commissioner Byerly moved to reappoint Allyson Gill to the Bicycle/Pedestrian Advisory Board for a term ending December 31, 2021 and appoint Christine Larsen to the Bicycle/Pedestrian Advisory Board for a term ending December 31, 2021. Commissioner Chestnut seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - SAFETY LIGHTING PROJECTS

Mr. Koons stated that the Florida Department of Transportation has requested an amendment to the Transportation Improvement Program to add four safety lighting projects for preliminary engineering in Fiscal Year 2018-19.

Mari Schwabacher, Florida Department of Transportation Planning Specialist IV, and Karen Taulbee, Florida Department of Transportation Urban Planning Manager, discussed the safety lighting projects and answered questions.

MOTION: Commissioner Hayes-Santos moved to:

- 1. Approve an amendment to the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program to add the Preliminary Engineering Phase in Fiscal Year 2018-19 for the following Safety Lighting Projects:**
 - State Road 25/U.S. Highway 441 from SW 8th Avenue to NW 29th Road [4398061];
 - State Road 26 from Tower Road to East 9th Street [4398081];
 - State Road 26 from East 14th Street to East 15th Street [4398031]; and
 - State Road 26 from East 15th Street to NE 25th Street [4398021] (see Exhibit 1); and

2. **Request that the Florida Department of Transportation coordinate with the City of Gainesville concerning the scoping and installation of the Safety Lighting Projects.**

Commissioner Byerly seconded. Mr. Koons conducted a show-of-hands vote.

City Member	Yes	No	County Member	Yes	No
			Mike BYERLY	X	
			Charles CHESTNUT IV	X	
Adrian HAYES-SANTOS	X				
Gail JOHNSON	X				
Lauren POE	X				
Gigi SIMMONS	X				
Helen WARREN	X				
			Ken CORNELL	X	
Totals	5	0		3	0

Motion passed unanimously.

V. **FLORIDA DEPARTMENT OF TRANSPORTATION
TENTATIVE FIVE-YEAR WORK PROGRAM 2019-20 TO 2023-24**

Mr. Koons stated that the Metropolitan Transportation Planning Organization received the draft Tentative Work Program on October 3, 2018. He reviewed new projects included in the Tentative Work Program. He and Ms. Schwabacher discussed the Tentative Work Program and answered questions.

MOTION: Commissioner Byerly moved to authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary requesting that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:

- A. **Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;**
- B. **Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;**
- C. **Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations;**
- D. **Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Continuous Left Turnlane installation from NW 16th Avenue to U.S. 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds;**
- E. **Priority 5 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Removal of Sliplanes; and**
- F. **Priority 6 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Traffic Signal Update Project [4358911] consideration of the removal of the sliplanes in scoping and design of the traffic signal update.**

Commissioner Hayes-Santos seconded, motion passed unanimously.

VI. STATE HIGHWAY SYSTEM ROUNDABOUT - STATE ROAD 121 (NW 34TH BOULEVARD)
AT NW 53RD AVENUE FLORIDA DEPARTMENT OF TRANSPORTATION RESPONSE

Mr. Koons stated that the Florida Department of Transportation has proposed a bowtie roundabout configuration for the State Road 121 (NW 34th Boulevard) at NW 53rd Avenue intersection. He discussed the proposed bowtie roundabout, answered questions and reported the advisory committees and staff recommendations.

A member asked for reasons why a traditional roundabout was not feasible.

Ms. Taulbee discussed the proposed roundabout and answered questions.

Mr. Koons noted that this issue was not time sensitive,

MOTION: Commissioner Byerly moved to request that staff provide additional backup information concerning why a traditional roundabout does not work for the State Road 121 (NW 34th Boulevard) at NW 53rd Avenue intersection, including roundabout capacities. Commissioner Hayes-Santos seconded; motion passed unanimously.

VII. STATE ROAD 222 (NE 39TH AVENUE) CROSSWALK UPDATE

- Mr. Koons stated that the Metropolitan Transportation Planning Organization received a notification of the conditional variance for the installation of a crosswalk on State Road 222 (NE 39th Avenue) in the vicinity of NE 28th Drive. He discussed the variance and answered questions. He reported the advisory committees and staff recommendations.

MOTION: Mayor Poe moved to authorize the Chair to send a letter to the:

1. Florida Department of Transportation District 2 Secretary requesting that the Florida Department of Transportation:

- Install a crosswalk on State Road 222 (NE 39th Avenue) adjacent to the NE 28th Drive intersection; and
- Coordinate with the City of Gainesville Mobility Department, Regional Transit System and its Regional Transit System Advisory Board concerning the installation of crosswalk on State Road 222 (NE 39th Avenue) and broader mobility issues for accessing the Grace Marketplace area; and

2. Legislative delegation asking for support for the:

- Installation of a crosswalk on State Road 222 (NE 39th Avenue) adjacent to the NE 28th Drive intersection; and
- Coordination among the Florida Department of Transportation, City of Gainesville Mobility Department, Regional Transit System and its Advisory Board concerning the installation of crosswalk on State Road 222 (NE 39th Avenue) and broader mobility issues for accessing the Grace Marketplace area.

Commissioner Warren seconded; motion passed unanimously.

CA.7 U.S. HIGHWAY 441 RESURFACING PROJECT/LINEAR PARK -
FLORIDA DEPARTMENT OF TRANSPORTATION RESPONSE

Chair Cornell stated that this item was requested to be moved from the Consent Agenda for discussion.

A member discussed correspondence between Alachua County and the Florida Department of Transportation concerning a linear park on U.S. Highway 441(State Road 25) through Paynes Prairie. He suggested a separated multi-use path along the east side of U.S. Highway 441 (State Road 25). He noted that the Florida Department of Environmental Protection Florida Park Service has not yet participated in the process. He also suggested asking the Florida Department of Transportation for any limitations to the linear park development.

Ms. Taulbee discussed the U.S. Highway 441 (State Road 25) resurfacing project design timetable and answered questions. She stated that the Florida Department of Transportation would not be the lead agency for the linear park development. She noted the need for coordination with the Florida Department of Environmental Protection Florida Park Service.

A member suggested getting support from the legislative delegation.

Jeffrey Hays, Alachua County Transportation Planning Manager, stated that a sketch and scope report is being developed to be presented to the Alachua County Board of County Commissioners.

MOTION: Commissioner Byerly moved to:

- 1. Have staff keep the Metropolitan Transportation Planning Organization apprised of developments of the U.S. Highway 441 (State Road 25) resurfacing project and the linear park proposal; and**
- 2. Authorize the Chair to send a letter to the Florida Department of Environmental Protection Florida Park Service requesting coordination with Alachua County and the Florida Department of Transportation for development and provision of linear park infrastructure along the Paynes Prairie portion of the U.S. 441 Highway (State Road 25) corridor and the U.S. Highway 441 (State Road 25) resurfacing project [4361571].**

Commissioner Simmons seconded; motion passed unanimously.

VIII. FEDERAL HIGHWAY ADMINISTRATION INNOVATIVE HIGHWAY PROJECT
GRANT AWARD - BICYCLE AND PEDESTRIAN SAFETY ENHANCEMENT PROJECT

Mr. Koons stated that the Federal Highway Administration awarded an Accelerated Innovation Deployment Demonstration Grant to the Florida Department of Transportation, University of Florida and City of Gainesville. He introduced Dr. Clark Letter, University of Florida Research Assistant Professor, to discuss the project.

Dr. Letter discussed the project and answered questions.

Emmanuel Posadas, City of Gainesville Traffic Operations Manager, reported that the project funding includes \$1,000,000 each from the Federal Highway Administration and the Florida Department of Transportation.

IX. ELECTION OF OFFICERS

Mr. Koons stated that the Metropolitan Transportation Planning Organization needed to elect a Chair, Vice-Chair and Secretary/Treasurer for the coming year. He identified the current officers and noted that the Chair traditionally alternates between the City Commission and Board of County Commissioners. He stated that the Bylaws do not preclude officers from serving consecutive terms.

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

X. AUDIT REVIEW COMMITTEE

Mr. Koons asked that the Metropolitan Transportation Planning Organization appoint two members to an Audit Review Committee. He noted that the Metropolitan Transportation Planning Organization Secretary/Treasurer traditionally chairs this committee.

MOTION: Mayor Poe moved to appoint Commissioner Chestnut and Commissioner Arreola to the Audit Review Committee and to have Commissioner Chestnut serve as Committee Chair. Commissioner Simmons seconded; motion passed unanimously.

XI. FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Mr. Koons asked the Metropolitan Transportation Planning Organization to appoint a voting representative and two alternate representatives to the Metropolitan Planning Organization Advisory Council for 2019. He noted that currently Commissioner Hayes-Santos serves as the voting representative and Commissioner Arreola and Commissioner Chestnut serve as the alternate representatives.

MOTION: Mayor Poe moved to appoint Commissioner Hutchinson as the voting representative and Commissioner Arreola and Commissioner Johnson as the alternate representatives to the Florida Metropolitan Planning Organization Advisory Council. Commissioner Byerly seconded; motion passed unanimously.

XII. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for February 25, 2019 at 3:00 p.m.

A member asked that meeting times for discussion of long-range transportation plan agenda items be reviewed by the Chair and staff.

XIII. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

Members thanked Chair Cornell for his service as Chair of the Metropolitan Transportation Planning Organization.

B. CITIZENS

There were no citizen comments.

C. CHAIR'S REPORT

Mr. Koons noted consent agenda items, including the:

- Metropolitan Planning Organization Advisory Council Institute dates;
- Appointment of Michael Escalante, Senior Planner, as Florida Statewide Model Task Force Transit Committee Chair; and
- Recognition of Commissioner Cornell as Chair for 2018 by presenting a plaque recognizing his service.

ADJOURNMENT

The meeting was adjourned at 6:30 p.m.

Date

Charles Chestnut IV, Secretary/Treasurer

EXHIBIT A

Interested Citizens

Gloria Jones
Clark Letter
Joshua Williams

Alachua County

Jeffrey Hays
Sylvia Torres

City of Gainesville

Deborah Leistner
Anthony Lyons
Jesus Gomez
Emmanuel Posadas

Florida Department of Transportation

Karen Taulbee

* Via telephone

Spoke and provided written comments

t:\mike\em19\mtpo\minutes\dec17min.doc



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

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

**5:00 p.m.
December 17, 2018**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - October 22, 2018 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #17 CA. 2 2019 Meeting Schedule APPROVE STAFF RECOMMENDATION**
The Metropolitan Transportation Planning Organization 2019 Meeting Schedule needs to be approved.
- Page #21 CA. 3 List of Priority Projects for Fiscal Years 2019-20 to 2023-24 Amendment APPROVE STAFF RECOMMENDATION**
The Metropolitan Transportation Planning Organization needs to amend its List of Priority Projects to include projects that the City of Gainesville and Alachua County anticipate submitting Transportation Alternatives Program applications to the Florida Department of Transportation.
- Page #29 CA. 4 Transportation Alternatives Program - 2019 Applications APPROVE APPLICATIONS**
The Metropolitan Transportation Planning Organization needs to approve the submission of Transportation Alternatives Program applications prior to the January 25, 2019 application deadline.
- Page #51 CA. 5 Safe Routes to School Program - 2019 Applications APPROVE APPLICATIONS**
The Metropolitan Transportation Planning Organization needs to support the submission of Safe Routes to School applications prior to the December 30, 2018 application deadline.

**Page #73 CA. 6 Safety Performance Measures and Targets APPROVE JOINT
RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to set safety performance measures and targets (see Exhibit 2).

Page #81 CA. 8 Florida Department of Transportation Statewide Model Task Force Transit Committee Chair FOR INFORMATION ONLY

The Florida Department of Transportation has selected Michael Escalante, Senior Planner, to serve as Chair of the Statewide Model Task Force Transit Committee.

Page #87 CA. 9 Florida Metropolitan Planning Organization Advisory Council - 2019 Weekend Institute NO ACTION REQUIRED

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

Page #93 CA. 10 Florida Metropolitan Planning Organization Advisory Council - Legislative Priorities and Policy Positions NO ACTION REQUIRED

The Florida Metropolitan Planning Organization Advisory Council has adopted a series of legislative priorities and policy positions for the 2019 Florida Legislative Session.

Page #99 CA. 11 Transportation Disadvantaged Program - 2018 Award Recipients FOR INFORMATION ONLY

The Florida Commission for the Transportation Disadvantaged awarded Edward Griffin, MV Transportation, Inc. General Manager, the William G. and Budd Bell Lifetime Achievement Award and James East, Alachua County Transportation Disadvantaged Board Citizen Advocate, the Volunteer of the Year Award.

Page #101 CA. 12 Transportation Disadvantaged Program - Status Report NO ACTION REQUIRED

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

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

November 16, 2018

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

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 Amendment request for action by the TCC, CAC and TPO Board at their December meetings.

ALACHUA COUNTY

439802-1 SR26 from 15th Street to SE 25th Street

Safety Lighting

<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
ACSS	PE	42,000

439803-1 SR26 from SE 14th Street to SE 15th Street

Safety Lighting

<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
ACSS	PE	50,000
<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
HSP	PE	3,000

439806-1 SR25/SR24 & U.S. 441 from Museum Road to NW 29th Road

Safety Lighting

<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
ACSS	PE	99,500
<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
HSP	PE	1,000

439808-1 SR26 from Tower Road to SE 9th Street

Safety Lighting

<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
ACSS	PE	182,000
<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
HSP	PE	5,000

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,



Mari Schwabacher
Gainesville MTPO Liaison
FDOT District Two

**CA.2**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton


Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

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

February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Continuity of Operations Plan

STAFF RECOMMENDATION

Approve the updated Continuity of Operations Plan as a completed planning document.

BACKGROUND

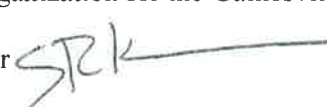
Each year, staff review, and make needed revisions to, the Continuity of Operations Plan as part of addressing consideration of safety and security in the transportation planning process. The Plan addresses how the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to function in the event of a natural or man-made disaster. The changes made to the document were administrative revisions that were not substantive in nature. Attached is the draft Continuity of Operations Plan.

Attachment



February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Fiscal Year 2017-18 Audit

RECOMMENDATION

Accept the audit report for Fiscal Year 2017-18 and approve the invoice for payment to the auditor as recommended by the Audit Review Committee.

BACKGROUND

Attached please find a copy of the auditor's report for the fiscal year ended September 30, 2018. In December 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appointed Commissioner Arreola and Commissioner Chestnut to an Audit Review Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also decided to have Commissioner Chestnut serve as Committee Chair.

First, it should be noted that the audit conforms to both federal regulations and the rules of the Auditor General of the State of Florida. Therefore, the auditor is required to take into account not only internal accounting controls, but administrative controls as well. In addition, the audit has been completed in compliance with Governmental Accounting Standards Board Statement 34 and 54 requirements.

More specific comments relating to the report are given in sequence as they appear in the document. On Page 5, you can see that the auditor's report indicates that the records audited "...present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as of September 30, 2018, and the changes in financial position and the respective budgetary comparisons for the year then ended in accordance with accounting principles generally accepted in the United States of America."

Pages 7 through 11 contain the "Management's Discussion and Analysis" that is intended to present easily understood analyses of the Metropolitan Transportation Planning Organization's financial activities, but technically is not a part of the audit. This expanded information gives a more detailed look at the financial position of the Metropolitan Transportation Planning Organization from a business perspective.

Pages 12 through 13 present the statements that were audited. In general, you will find that the information in each of these statements are fairly routine and report no unusual circumstances. In particular, page 12 presents the "Governmental Funds Balance Sheet."

Page 13 is a "Statement of Revenues, Expenditures and Changes in General Fund Balance." Please note that with respect to revenues collected versus those budgeted, revenues received were 8.6 percent more than budgeted amounts. With respect to expenditures, funds expended were 8.5 percent more than budgeted amounts. The difference in the revenues received and the expenditures made are reflected in the increase in the Metropolitan Transportation Planning Organization's "General Fund Balance" of \$1,197.

The auditor's notes begin on page 14 and include Note 1, Summary of Significant Accounting Policies and Note 2, Budgetary Process, Note 3, Concentration of Risk and Note 4, Contingent Liabilities.

The audit also contains various reports on compliance, internal control and management on Pages 20 through 26. In these reports, no material weaknesses or problems were cited. Consequently, there were no findings of non-compliance or reportable conditions (see Page 22).

Overall, management and financial staff are pleased with the audit report. If you would like additional information concerning the audit before the meeting, please do not hesitate to contact me.

Audit Review Committee Meeting

The Audit Review Committee met with the Auditor to review the audit and recommends to the Metropolitan Transportation Planning Organization acceptance of the audit report for Fiscal Year 2017-18 and approval of the invoice for payment in the amount of \$6,926 to the auditor.

Attachment

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

ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2018



Powell & Jones
Certified Public Accountants

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

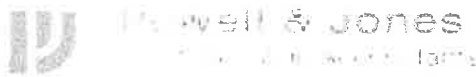
ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2018

TABLE OF CONTENTS

	PAGE NO.
FINANCIAL SECTION	
Independent Auditor's Report	4 - 6
Management's Discussion and Analysis	7 - 9
Basic Financial Statements	
Statement of Net Position	10
Statement of Activities	11
Balance Sheet - Governmental Fund	12
Statement of Revenues, Expenditures and Changes in Fund Balance - Budget and Actual - General Fund	13
Notes to Financial Statements	14 - 16
COMPLIANCE SECTION	
Schedule of Expenditures of Federal Awards and State Financial Assistance	18
Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance	19
Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	20 - 21
Management Letter	22 - 23
Independent Auditor's Report	24
Communication with Those Charged with Governance	25 - 26

FINANCIAL SECTION



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INDEPENDENT AUDITOR'S REPORT

**To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area
Gainesville, Florida**

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization), as of and for the year ended September 30, 2018, and the related notes to the financial statements, which collectively comprise the Organization's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of September 30, 2018, and the changes in financial position and the respective budgetary comparisons for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 7 - 9 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

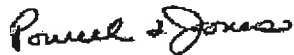
Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements. The schedule of expenditures of federal awards and state financial assistance is presented for purposes of additional analysis, and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards and state financial assistance is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards and state financial assistance is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 28, 2018, on our consideration of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting and compliance.



POWELL & JONES
Certified Public Accountants
November 28, 2018

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
Management's Discussion and Analysis**

This discussion and analysis is intended to be an easily readable analysis of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's (the Organization) financial activities based on currently known facts, decisions or conditions. This analysis focuses on current year activities and should be read in conjunction with the financial statements that follow.

Report Layout

The Organization has implemented Governmental Accounting Standards Board (GASB) Statement 34, "Basic Financial Statements - and Management's Discussion and Analysis - for State and Local Governments". This Statement requires governmental entities to report finances in accordance with specific guidelines. Among those guidelines are the components of this section dealing with management's discussion and analysis. Besides this Management's Discussion and Analysis (MD&A), the report consists of government-wide statements, fund financial statements, and the notes to the financial statements. The first two statements are condensed and present a government-wide view of the Organization's finances. Within this view, all the Organization's operations are categorized as applicable, and reported as either governmental or business-type activities. Governmental activities include basic planning related services and general administration. The Organization had no business-type activities in this fiscal year. These government-wide statements are designed to be more corporate-like in that all activities are consolidated into a total for the Organization.

Basic Financial Statements

The Statement of Net Position focuses on resources available for future operations. In simple terms, this statement presents a snap-shot view of the assets of the Organization, the liabilities it owes and the net difference. The net difference is further separated into amounts restricted for specific purposes and unrestricted amounts. Governmental activities are reported on the accrual basis of accounting.

- The Statement of Activities focuses gross and net costs of the Organization's programs and the extent, if any, to which such programs rely upon general revenues. This statement summarizes and simplifies the user's analysis to determine the extent to which programs are self-supporting and/or subsidized by general revenues.
- Fund financial statements focus separately on governmental and proprietary funds, as applicable. Governmental fund statements follow the more traditional presentation of financial statements. As stated above, the Organization has no proprietary funds and business-type activities.
- The notes to the financial statements provide additional disclosures required by governmental accounting standards and provide information to assist the reader in understanding the Organization's financial condition.
- The MD&A is intended to serve as an introduction to the Organization's basic financial statements and to explain the significant changes in financial position and differences in operations between the current and prior years.

Condensed Financial Information

Condensed financial information from the Statements of Net Position as of September 30, 2018 and 2017, follow:

	Governmental Activities	
	Total Government	
	September 30,	
	2018	2017
Assets:		
Cash	\$ 68,855	\$ 66,787
Receivables	187,505	154,914
Prepaid expenses	250	-
Total assets	256,610	221,701
Liabilities:		
Accounts payable	194,407	160,695
Total liabilities	194,407	160,695
Net Position		
Unrestricted	62,203	61,006
Total net position	\$ 62,203	\$ 61,006

During the year ended September 30, 2018, there was an increase of \$1,197 in net position, due to normal operations during the year.

Condensed versions of the Statement of Activities for the years ended September 30, 2018 and 2017 follow:

	Governmental Activities	
	Total Government	
	Fiscal Year Ended September 30,	
	2018	2017
Revenues		
Program revenues		
Member dues	\$ 24,000	\$ 24,000
Operating grants	727,544	674,551
In-kind contributions	106,870	106,870
Contract services	7,054	-
Total revenues	865,468	805,421
Expenses		
Transportation planning services	864,271	805,208
Total expenses	864,271	805,208
Change in net position	1,197	213
Beginning net position	61,006	60,793
Ending net position	\$ 62,203	\$ 61,006

Governmental activities

Transportation planning program activities remained similar to the prior year except that total expenses increased approximately 7.34%, which were the result of grant revenues also increasing approximately 7.86%.

Capital Assets and Debt Administration

Capital Assets

At September 30, 2018, the Organization had no capital assets titled in its name. All of the capital assets utilized in the Organization's programs are owned by North Central Florida Regional Planning Council, its administering agency.

Debt Outstanding

At September 30, 2018, the Organization had no outstanding debt.

Financial Contact

The Organization's financial statements are designed to present users (citizens, taxpayers, customers, and creditors) with a general overview of the Organization's finances and to demonstrate the Organization's accountability. If you have questions about the report or need additional financial information, please contact the Organization's Executive Director at 2009 NW 67th Place, Gainesville, Florida 32653-1603.

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

STATEMENT OF NET POSITION

September 30, 2018

	<u>Governmental Activities</u>
ASSETS	
Current assets	
Cash	\$ 68,855
Accounts receivable	187,505
Prepaid expenses	250
Total assets	<u>\$ 256,610</u>
 LIABILITIES	
Current liabilities	
Accounts payable	\$ 194,407
Total liabilities	<u>194,407</u>
 NET POSITION	
Unrestricted	62,203
Total net position	<u>62,203</u>
 Total liabilities and net position	<u><u>\$ 256,610</u></u>

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

STATEMENT OF ACTIVITIES

For the Fiscal Year Ended September 30, 2018

	<u>Expenses</u>	<u>Program Revenues Operating Grants and Contributions</u>	<u>Net Expenses and Change in Net Position Governmental Activities Total</u>
Governmental activities:			
General government			
Transportation planning services	\$ 864,271	\$ 841,468	\$ (22,803)
Total governmental activities	<u>\$ 864,271</u>	<u>\$ 841,468</u>	<u>(22,803)</u>
 General revenues:			
Member dues			<u>24,000</u>
			<u>24,000</u>
 Increase in net position			1,197
 Net position - October 1, 2017			<u>61,006</u>
 Net position - September 30, 2018			<u>\$ 62,203</u>

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

**GOVERNMENTAL FUND
BALANCE SHEET
September 30, 2018**

	<u>General Fund</u>
ASSETS	
Cash	\$ 68,855
Accounts receivable	187,505
Prepaid expenses	250
Total assets	<u>\$ 256,610</u>
 LIABILITIES	
Accounts payable	<u>\$ 194,407</u>
Total liabilities	<u>194,407</u>
 FUND BALANCE	
Unassigned	<u>62,203</u>
Total fund balance	<u>62,203</u>
 Total liabilities and fund balance	<u>\$ 256,610</u>

Total fund balance is the same as net position in the Statement of Net Position.

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

**GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES
IN FUND BALANCE - BUDGET AND ACTUAL
For the Fiscal Year Ended September 30, 2018**

	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts	Final Budget Positive (Negative)
REVENUES				
State of Florida, Department of Transportation grants and contracts	\$ 626,600	\$ 638,500	\$ 707,294	\$ 68,794
State of Florida, Transportation Disadvantaged Commission	25,000	27,300	27,304	4
Member dues - Alachua County	9,600	9,600	9,600	-
Member dues - City of Gainesville	14,400	14,400	14,400	-
In-kind contributions (FDOT)	106,800	106,800	106,870	70
Total revenues	<u>782,400</u>	<u>796,600</u>	<u>865,468</u>	<u>68,868</u>
EXPENDITURES				
Professional contractual services	657,800	675,000	750,435	(75,435)
Other	17,800	14,800	6,966	7,834
In-kind services (FDOT)	106,800	106,800	106,870	(70)
Total expenditures	<u>782,400</u>	<u>796,600</u>	<u>864,271</u>	<u>(67,671)</u>
Net change in fund balance	-	-	1,197	1,197
Fund balance, October 1, 2017	<u>61,006</u>	<u>61,006</u>	<u>61,006</u>	<u>-</u>
Fund balance, September 30, 2018	<u>\$ 61,006</u>	<u>\$ 61,006</u>	<u>\$ 62,203</u>	<u>\$ 1,197</u>

The amounts in the Statement of Revenues, Expenditures, and Changes in Fund Balance of the General Fund are the same as the corresponding amounts reported for governmental activities in the Statement of Activities.

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

NOTES TO FINANCIAL STATEMENTS

September 30, 2018

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization), is a political subdivision created pursuant to provisions of Chapter 163, *Florida Statutes*. The Organization was established in 1977 by an Interlocal agreement between the City of Gainesville, Alachua County and Florida Department of Transportation. It is governed by a fourteen-member board, including the five members of the Alachua County Board of County Commissioners, the seven members of the City of Gainesville City Commission, and non-voting representatives of the University of Florida, and a rural advisor selected by the Alachua County League of Cities. The Organization is not currently subject to state or federal income taxes. Staff services are provided by the North Central Florida Regional Planning Council.

The financial statements of the Organization have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to government units. The Government Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Organization's accounting policies are described below:

A. Reporting entity - As required by generally accepted accounting principles, these financial statements present the Organization and any component units, entities for which the primary government is considered to be financially accountable. There are no entities that would be considered component units of the Organization.

B. Basic financial statements - Basic financial statements are presented at both the government-wide and fund financial level. Both levels of statements categorize primary activities as either governmental or business-type.

Government-wide financial statements report information about the reporting unit as a whole. For the most part, the effect of any interfund activity has been removed from these statements. These statements focus on the sustainability of the Organization as an entity and the change in aggregate financial position resulting from the activities of the year. These aggregated statements consist of the Statement of Net Position and the Statement of Activities.

The Statement of Activities demonstrates the degree to which the direct expenses of a given function are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function. Program revenues include charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function. Any other items not reported as program revenues are reported instead as general revenues.

Fund financial statements report information at the individual fund level. Each fund is considered to be a separate accounting entity. The Organization only reports a general fund which is a governmental fund.

C. Measurement focus, basis of accounting, and basis of presentation - The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. A 120-day availability period after year end is used for revenue recognition. Expenditures are recorded when the related fund liability is incurred.

The Organization reports deferred revenue as applicable on its governmental fund balance sheet. Deferred revenues arise when a potential revenue does not meet both the "measurable" and "available" criteria for recognition on the current period. In subsequent periods, when both revenue recognition criteria are met, the liability for deferred revenue is removed from the balance sheet and revenue is recognized.

Private-sector standards of accounting and financial reporting issued prior to December 1, 1989, generally are followed in the government-wide financial statements to the extent that those standards do not conflict with or contradict guidance of the Governmental Accounting Standards Board.

The Organization reports the following fund:

General Fund

This is the general operating fund of the Organization. It is used to account for all financial resources of the government, except those required to be accounted for in another fund.

D. Cash and cash equivalents - As applicable year to year, the Organization considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents.

E. Cash and Investments - Cash deposits are held by a bank qualified as a public depository under Florida law. All deposits are insured by Federal depository insurance and collateralized with securities held in Florida's multiple financial institution collateral pool as required by Chapter 280, *Florida Statutes*.

F. Pervasiveness of Estimates - The preparation of financial statements in conformity with generally accepted accounting principles required management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

G. Fund Balances - As of September 30, 2018, fund balances of the governmental funds are classified as follows:

Non-spendable - amounts that cannot be spent either because they are in non-spendable form or because they are legally or contractually required to be maintained intact.

Restricted - amounts that can be spent only for specific purpose because of constitutional provisions, charter requirements or enabling legislation or because of constraints that are externally imposed by creditors, grantors, contributors, or the laws or regulations of other governments.

Committed - amounts that can be used only for specific purposes determined by a formal action of the Governing Board. The Governing Board is the highest level of decision making authority for the Organization. Commitments may be established, modified or rescinded only through ordinances or resolutions approved by the Governing Board.

Assigned - amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Under the Organization's general policy, only the Governing Board may assign amounts for specific purposes.

Unassigned – all other spendable amounts.

As of September 30, 2018, fund balances are composed of the following:

Unassigned	<u>\$ 62,203</u>
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NOTE 2. BUDGETARY PROCESS

The Organization follows these procedures in establishing the budgetary data reflected in the financial statements:

- a. In March, staff members begin preparing a budget for the fiscal year commencing the following October 1, based on work outlined in the Unified Planning Work Program.
- b. In June, the Organization adopts and approves the budget.
- c. Actual contracts accepted by the Organization throughout the year necessarily have an impact on approved budget operating levels. Should any major changes be needed, due to unforeseen contracts or the need to appropriate additional funds, the budget is then redeveloped for consideration by the Organization.
- d. The budget is adopted on a basis consistent with generally accepted accounting principles. The legal level of budgeting control is the fund level.

NOTE 3. CONCENTRATION OF CREDIT RISK

Significant concentration of credit risk for financial instruments owned by the Organization are as follows:

- a. **Accounts and grants receivable** - Substantially all of the Organization's receivables are for amounts due from federal, state and local governmental agencies under cost reimbursement contracts. The Organization has no policy requiring collateral or other security to support its receivables.
- b. **Cash and cash equivalents** - At September 30, 2018, the carrying amount of the Organization's bank deposits was \$68,855. All deposits with financial institutions were 100% insured by federal depository insurance or by collateral provided by qualified public depositories to the State Treasurer pursuant to the Public Depository Security Act of the State of Florida. The Act established a Trust Fund, maintained by the State Treasurer, which is a multiple financial institution pool with the ability to assess its member financial institutions for collateral shortfalls if a member fails.

NOTE 4. CONTINGENT LIABILITIES

Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the Federal government. Any disallowed claims, including amounts already collected, may constitute a liability to the Organization. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although the Organization expects such amounts, if any, to be immaterial.

COMPLIANCE SECTION

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE

Federal Grantor/Pass-Through Grantor/ State Grantor Program Title	CFDA/ CSFA Number	Grantor's Number	Program Award/Matching Amount	Received/ Reported Prior Year	Current Year Revenues	Current Year Expenditures
FEDERAL AWARDS						
<i>U.S. Department of Transportation</i> Passed through the State of Florida Department of Transportation: Highway Planning and Construction FPID # 439318-1-14-01 FAIN # 0241(54) Grant award: 2017-18	20.205	GOA89	\$ 484,554	\$ 87,226	\$ 397,328	\$ 397,328
FPID # 439318-2-14-01 FAIN # 0241-056-M Grant award: 2018-19 State Match: 2017-18	20.205	GOU69	1,332,674 106,870 <u>1,924,098</u>	- - <u>87,226</u>	118,613 106,870 <u>622,811</u>	118,613 106,870 <u>622,811</u>
 Federal Transit: Metropolitan Planning Grants FPID # 411762-3-14-18 Grant award State match	20.505	G0I20	380,361 42,262 <u>422,623</u>	168,007 21,001 <u>189,008</u>	170,092 21,261 <u>191,353</u>	170,092 21,261 <u>191,353</u>
Total Federal Awards			<u>2,197,589</u>	<u>255,233</u>	<u>686,033</u>	<u>686,033</u>
Total State Match			<u>149,132</u>	<u>21,001</u>	<u>128,131</u>	<u>128,131</u>
STATE FINANCIAL ASSISTANCE						
<i>State of Florida Department of Transportation</i> Transportation Disadvantaged FPID # 432029-1-14-01 Grant award: 2017-18	55.002	GON07	25,000	4,750	20,250	20,250
Total State Financial Assistance			<u>25,000</u>	<u>4,750</u>	<u>20,250</u>	<u>20,250</u>
Total federal and state financial assistance			<u>\$ 2,371,721</u>	<u>\$ 280,984</u>	<u>\$ 834,414</u>	<u>\$ 834,414</u>

See notes to Schedule of Expenditures of Federal Awards
and State Financial Assistance

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

Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance

For the Fiscal Year Ended September 30, 2018

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies and presentation of the Schedule of Expenditures of Federal Awards and State Financial Assistance of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization) have been designed to conform to generally accepted accounting principles as applicable to governmental units, including the reporting and compliance requirements of the Audits of States, Local Governments, and Non-Profit Organizations and Office of Management and Budget *Uniform Guidance*.

A. Reporting Entity

This reporting entity consists of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Organization includes a Schedule of Expenditures of Federal Awards and State Financial Assistance in the compliance Section for the purpose of additional analysis.

B. Basis of Accounting

Basis of accounting refers to when revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurements made, regardless of the measurement focus.

The accrual basis of accounting is followed in the Schedule of Expenditures of Federal Awards and State Financial Assistance. Under the modified accrual basis, revenues are recognized when they become measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Organization considers revenues to be available if they are collected within 120 days after the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON
COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To Metropolitan Transportation Planning
Organization for the Gainesville Urbanized Area
Gainesville, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as of and for the year ended September 30, 2018, and the related notes to the financial statements, which collectively comprise Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements, and have issued our report thereon dated November 28, 2018.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control. Accordingly, we do not express an opinion on the effectiveness of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

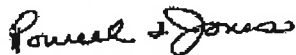
Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material

effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



POWELL & JONES
Certified Public Accountants
November 28, 2018

**INDEPENDENT AUDITOR'S MANAGEMENT LETTER REQUIRED BY
CHAPTER 10.550, RULES OF THE AUDITOR GENERAL**

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have audited the basic financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization) as of and for the year ended September 30, 2018, and have issued our report thereon dated November 28, 2018.

We have issued our Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*, dated November 28, 2018. Disclosures in that report, if any, should be considered in conjunction with this management letter.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* issued by the Comptroller General of the United States. Additionally, our audit was conducted in accordance with the provisions of Chapter 10.550, *Rules of the Auditor General*, which govern the conduct of local governmental entity audits performed in the State of Florida and require that the following items be addressed in this letter.

PRIOR YEAR FINDINGS – There were no reportable findings in the prior year.

CURRENT YEAR FINDINGS – There were no reportable findings in the current year.

FINANCIAL COMPLIANCE MATTERS

Financial Emergency Status – We determined that the Organization did not meet any of the conditions described in Section 218.503(1), *Florida Statutes*, that might result in a financial emergency.

Financial Condition Assessment – As required by the *Rules of the Auditor General* (Sections 10.544(c) and 10.556(7)), we applied financial condition assessment procedures. It is management's responsibility to monitor the entity's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information they provided.

We noted no deteriorating financial conditions as defined by Rule 10.544(2)(f).

Our audit did not disclose any further items that would be required to be reported under *Rules of the Auditor General* Chapter 10.550.

CONCLUSION

We very much enjoyed the challenge and experiences with this audit of the Organization. We appreciate the helpful assistance of the Organization staff in completing our audit and also the generally high quality of the Organization's financial records and internal controls.

A handwritten signature in cursive script, appearing to read "Powell & Jones".

POWELL & JONES
Certified Public Accountants
November 28, 2018

INDEPENDENT ACCOUNTANT'S REPORT

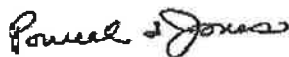
To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have examined the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with Section 218.415, *Florida Statutes*, regarding the investment of public funds during the year ended September 30, 2018. Management is responsible for the Organization's compliance with those requirements. Our responsibility is to express an opinion on the Organization's compliance based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants and, accordingly, included examining, on a test basis, evidence about the Organization's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our examination provides a reasonable basis for our opinion. Our examination does not provide a legal determination on the Organization's compliance with specified requirements.

In our opinion, the Organization complied, in all material respects, with the aforementioned requirements for the year ended September 30, 2018.

This report is intended solely for the information and use of the Organization and the Auditor General, State of Florida, and is not intended to be and should not be used by anyone other than these specified parties.



POWELL & JONES
Certified Public Accountants
November 28, 2018

Communication with Those Charged with Governance

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

We have audited the financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2018. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Organization are described Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2018. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus.

All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There are no sensitive estimates affecting the Organization's financial statements.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There are no sensitive disclosures affecting the financial statements.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. There were no such misstatements identified during our audit.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that

could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated November 28, 2018.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

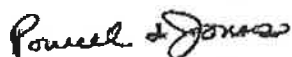
We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Information in Documents Containing Audited Financial Statements

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

This information is intended solely for the use of the Governing Board and management of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,



POWELL & JONES
Certified Public Accountants
November 28, 2018

**CA.4**

Serving Alachua

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

February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Florida Transportation Performance Management Consensus Planning Agreement -
Metropolitan Planning Organization Advisory Council and
Florida Department of Transportation - Status Report

STAFF RECOMMENDATION**For Information Only.**BACKGROUND

At its June 25, 2018 meeting, the Metropolitan Transportation Planning Organization received notification of the Florida Transportation Performance Management Consensus Planning Agreement between the Metropolitan Planning Organization Advisory Council and the Florida Department of Transportation (see Exhibit 1).

Since then, discussions among the Federal Highway Administration, the Florida Department of Transportation and the Metropolitan Planning Organization Advisory Council have resulted in the Federal Highway Administration requiring an agreement from the Florida Department of Transportation and each metropolitan planning organization. To accommodate this requirement, the Metropolitan Planning Organization Advisory Council revised the agreement for each metropolitan planning organization to approve (see Exhibit 2). These revisions, which were discussed at the January 30, 2019 Metropolitan Planning Organization Advisory Council meeting, are shown in ~~strikeout~~ and underline text in Exhibit 3. The revisions further address Fixing America's Surface Transportation Act requirements.

Exhibit 4 is the transmittal email for the revised Florida Transportation Performance Management Consensus Planning Agreement.

The purpose of the Florida Transportation Performance Management Consensus Planning Agreement is to provide statewide collaboration, coordination and consistency among the metropolitan planning organizations and the Florida Department of Transportation in addressing Fixing America's Surface Transportation Act performance management requirements. As stated in the draft agreement, approval of the Florida Transportation Performance Management Consensus Planning Agreement is intended to occur when the Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program is approved.

Attachments

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

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

May 25, 2018

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

Dear Mr. Christian,

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

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

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

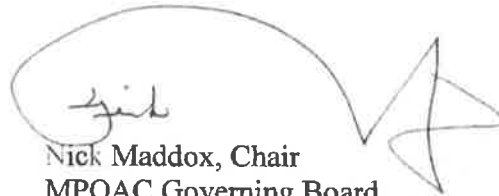
May 25, 2018
Page 2 of 2

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

Sincerely,



Mike Dew, Secretary
Florida Department of Transportation



Nick Maddox, Chair
MPOAC Governing Board

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

Transportation Performance Measures Consensus Planning Document

Purpose and Authority

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

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

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

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

Roles and Responsibilities

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

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

1. Transportation performance data:

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

2. Selection of performance targets:

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

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

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

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

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

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

May 25, 2018

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



Transportation Performance Measures Consensus Planning Document

Purpose and Authority

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

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

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

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

Each individual MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP), which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Roles and Responsibilities

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

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC will document the coordination and agreement on the travel time data set and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

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

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

The primary forum for coordination between FDOT and the MPOs on selecting targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either³:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of

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

meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
- i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFF 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFF 450.324(c).
 - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
 - iv. All other public transportation service providers will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFF 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO will coordinate with the providers to establish MPO targets.

3. Reporting performance targets:

Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes. Reporting of targets and related information generally will occur through established long-range planning and programming processes.

- a) FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
 - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
 - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
 - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the

MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report other target-related information to FDOT upon request to support FDOT's reporting requirements to FHWA.
 - c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
 - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

For more information, contact:

Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation, 850-414-4901, mark.reichert@dot.state.fl.us

Carl Mikyska, Executive Director, MPOAC, 850-414-4062, carl.mikyska@mpoac.org

EXHIBIT 3



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Transportation Performance Measures Consensus Planning Document

Purpose and Authority

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

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

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

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

~~This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board.~~ Each individual MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP), which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Roles and Responsibilities

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

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC will document the coordination and agreement on the travel time data set and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will ~~set~~ select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on ~~setting-selecting~~ targets and related policy issues is the regular meetings of the MPOAC. The primary forum

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

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

for coordination between MPOs and providers of public transportation on ~~setting~~ selecting targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for ~~establishing~~ setting the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will ~~establish final~~ formally set the targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT ~~establishes final~~ sets a targets. This notice will provide the relevant targets and the date FDOT ~~established~~ set the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure, ~~and provide the selected target to FDOT and the providers of public transportation within MPO planning areas within two (2) business days of setting the target.~~ To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes ~~such as including, but not limited to,~~ the annual TIP update. For each performance measure, an MPO will have the option of ~~establishing a target by either~~³:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to ~~establish~~ set its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to ~~establish~~ set its own target, the MPO will ~~develop the target in coordination with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to establishment of a final target.~~ The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in

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

a document such as the TIP) that includes the final targets and the date when the targets were established ~~MPO sets its target.~~

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
- i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which was set. ~~The date the initial targets were set~~ will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFF 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, was set, which ~~The date the initial targets were set~~ will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFF 450.324(c).
 - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on setting ~~selecting~~ statewide public transportation safety performance targets with the exception of any small operator that notifies FDOT that it will draft its own plan.
 - iv. All other public transportation service providers will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, -which was set. ~~The date the initial targets were set~~ will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFF 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets ~~established~~ by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to ~~establish~~ its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the ~~final targets and the date the final targets were when the MPO established sets its target~~. In cases where two or more providers operate in an MPO planning area and ~~establish~~ different targets for a given measure, the MPO will coordinate with the providers to ~~establish~~ an MPO targets.

3. Reporting performance targets:

Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes. Reporting of targets and related information generally will occur through established long-range planning and programming processes.

d)a) _____ FDOT will ~~report~~ provide its ~~established final statewide~~ performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements. ~~FDOT will provide written notice to the MPOAC and each individual MPO when it reports final statewide targets.~~

- i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
- ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
- iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.

e)b) _____ Each MPO will report its ~~final~~ respective performance targets as mandated by federal requirements to FDOT ~~in a format to be mutually agreed upon by FDOT and the MPOAC~~. To the extent practicable, MPOs will report ~~final~~ their targets through ~~the TIP update or other existing documents~~ processes including the annual TIP update.

- i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).

- iii. ~~Each MPO will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490. Each MPO will report other target-related information to FDOT upon request to support FDOT's reporting requirements to FHWA.~~

~~d)~~c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.

3.4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:

- a) FDOT will ~~report~~communicate to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target ~~established~~set by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
- b) If an MPO ~~establishes~~sets its own targets, the MPO will ~~report~~communicate to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
- c) Each provider of public transportation will ~~report~~communicate transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target ~~established~~set by the provider.

4.5. Collection of data for the State asset management plans for the National Highway System (NHS):

- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

For more information, contact:

Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation, 850-414-4901, mark.reichert@dot.state.fl.us

Carl Mikyska, Executive Director, MPOAC, 850-414-4062, carl.mikyska@mpoac.org

Field Code Changed

Field Code Changed

EXHIBIT 4

From: [Scott Koons](#)
To: [Mike Escalante](#)
Subject: FW: MPO/FDOT Consensus Document
Date: Thursday, January 24, 2019 12:00:26 PM
Attachments: [Florida TPM Consensus Planning Agreement 012219 clean.docx](#)
[Florida TPM Consensus Planning Agreement 012219 edits.docx](#)

From: Mikyska, Carl [mailto:Carl.Mikyska@dot.state.fl.us]
Sent: Thursday, January 24, 2019 11:41 AM
Subject: MPO/FDOT Consensus Document

Dear MPOAC Staff Directors,

As all of you know from previous efforts and presentations at MPOAC meetings, MPOs and State DOTs are required to develop a document outlining the roles and responsibilities of both the MPOs and the State DOT in the creation, establishment and implementation of the federally required Transportation Performance Measures. A previous version of what we are calling the consensus document was shared with you and our partners for comments a little while ago. We received comments from some MPOs and FHWA. The attached documents reflect changes made based upon the comments received. Included in this email is the revised version and another document showing the previous version with changes reflected as strikethroughs and underlines. We hope this will aid you in understanding what changes were made.

We have a meeting of the MPOAC Staff Directors on Wednesday of next week in Orlando. The agenda for our meeting is quite full and while we can discuss this document I would prefer to receive any communications about this via email so that we do not consume a large portion of our meeting talking about this document. If you wish to provide a comment or feedback via email please send your email to both Mark Reichert and myself.

I thank you for your time and look forward to seeing you next week,

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

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

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February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

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

STAFF RECOMMENDATION**For Information Only.**BACKGROUND

At its meeting on February 26, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the installation of a crosswalk on State Road 222 (NE 39th Avenue) at or near the NE 28th Drive intersection. This discussion included reference to the Florida Department of Transportation District 2 request for a variance to install a crosswalk (see Exhibit 1). Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

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

The Metropolitan Transportation Planning Organization has received a Florida Department of Transportation District 2 email (see Exhibit 2) that the Florida Department of Transportation Central Office has notified District 2 of conditional approval of the variance to install a midblock crossing on State Road 222 (NE 39th Avenue) in the vicinity of NE 28th Drive (see Exhibit 3).

At its meeting on December 17, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the variance for the midblock crossing on State Road 222 (NE 39th Avenue). Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation:

- 1. Install a crosswalk on State Road 222 (NE 39th Avenue) adjacent to the NE 28th Drive intersection; and*
- 2. Coordinate with the City of Gainesville Mobility Department, Regional Transit System and its Advisory Board concerning the installation of crosswalk on State Road 222 (NE 39th Avenue) and broader mobility issues for accessing the Grace Marketplace area (see Exhibit 4).*

Exhibit 5 is the Florida Department of Transportation response. Metropolitan Transportation Planning Organization staff and City of Gainesville staff are coordinating with Florida Department of Transportation District 2 staff concerning the midblock crossing.

Attachments

t:\scott\sk19\mtpo\memo\ne39ave_xwalk_update_feb25_mtpo.docx

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

EXHIBIT 1

RECEIVED

NOV 07 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL



District Two Traffic Operations

2198 Edison Avenue
Jacksonville, Florida 32204-2730

TEM Section 3.8 Variation Request

SR 222 (NE 39th Avenue) at NE 28th Drive

Alachua County

Section Number: 26005000, Mile Post 9.902

Assignment Report Number: 2016.00745

1-24-18
Mario Dipola, P.E.

P.E. #: 76418

District Safety Engineer

State Road 222 Midblock Crossing Variation Request

In accordance with Chapter 1, Section 6, of the Traffic Engineering Manual (TEM), District Two is requesting a variation for a midblock crosswalk from Section 3.8 of the Traffic Engineering Manual. The variation is to allow District 2 to install a midblock crosswalk with the following locations and characteristics.

1. Location (State Road ID, Mile Post)

- SR 222 (NE 39th Avenue), Section 26005000, MP 9.902

2. Summary

This variation request is to allow the installation of a midblock crosswalk with the following characteristics, even though the following criteria is not met:

Characteristics

- 2-stage midblock crosswalk
- Pedestrian Hybrid Beacon (aka HAWK)
- Option 1: Close median and relocate bus stops so HAWK can be installed 300' to the east of the intersection.
- Option 2: Install HAWK ~90' east of intersection at existing bus stops.

Criteria Not Met

- Pedestrian threshold volumes not met
- Warrant in MUTCD for HAWK not met, since pedestrian volumes not met
- For option to locate at existing bus stops, we need flexibility to install across intersection influence area (turn lane, potentially less than 100').
- If we move east, we still need variation if median cannot be closed, since back-to-back turn lanes.

3. Applicable standard or criterion (Chapter & Section Number)

1. Traffic Engineering Manual (TEM), Section 3.8.5 (1) (b):

"...The following minimum thresholds should be met when considering a new marked crosswalk at an uncontrolled approach:

- 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day...."

2. The Manual on Uniform Traffic Control Devices (MUTCD) 4F.01 (07):

- "For a major street where the posted or statutory speed limit or the 85th-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-2 for the length of the crosswalk."

3. TEM, Section 3.8.5 (4) (d):

- "The proposed location must be outside the influence area of adjacent signalized intersections, including the limits of the auxiliary turn lanes. Where an adjacent intersection is signalized, the design must ensure that the ends of standing queues do not extend to the proposed marked crosswalk location."

4. TEM, Section 3.8.6 (5) (b) and MUTCD 4F.02 (04) (A):

- TEM: "...This device is not intended for use at intersections or driveways, as MUTCD recommends maintaining a distance of 100 feet from side streets or driveways controlled by Stop or Yield signs."

- MUTCD: “The pedestrian hybrid beacon should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs,....”

4. Statement of reasons why required criteria/standards are not applicable to site-specific conditions

1. TEM 3.8.5 (1) (b)—pedestrian crossing thresholds should be applied with flexibility at this location for the following reasons.

1. Location has history of complaints regarding safety. Since study was completed, there have been two pedestrian crashes at this location (November 2017, January 2018).
2. Location has bus stops on both sides of the road, and pedestrians must frequently cross.
3. The Santa Fe Work Release Center and GRACE Marketplace, two service providers to the homeless population, are located in the southeast corner of the intersection and generate pedestrian traffic.
4. We have been emailed other unconfirmed reports of additional pedestrian crashes to this underserved population of vulnerable road users.
5. We observed a limited timeframe, and still came close to meeting standards (19 PPH vs. 20). We did not note any slower peds to be doubled, but acknowledge the probability that some impoverished road users may have mobility limitations...as was shown in a recent news video (link below).

2. (MUTCD) 4F.01 (07)—thresholds for pedestrian hybrid beacon should be given flexibility for the volume reasoning above, as well as the following.

1. The crossing length is 84', so additional treatments above a marked crosswalk need consideration.
2. Rectangular Rapid Flashing Beacons (RRFBs) have had recent patentability issues as a suitable supplemental treatment. Moreover, they provide no stop-control.
3. While RRFBs provide inadequate control, a signal is unnecessary for our number of pedestrians.
4. A pedestrian hybrid beacon may be the best, and only feasible, sufficient remaining alternative.
5. Speeds are high—45 mph posted—and this crosswalk is on a multilane roadway.

3. TEM, Chapter 3, Section 3.8.5 (4) (d)—requirement to be outside the influence area of a signalized intersection, including auxiliary lanes, should be given flexibility as follows.

1. People are already crossing here since this location is the most convenient path for pedestrians.
2. The bus stops, located east of the intersection, appropriately serve the destination. It is questionable if they could be moved west, which could present challenges due to proximity with NE Waldo Road. Moving bus stops further east would require crossing a left turn lane since they are back-to-back. Therefore, moving bus stops would not solve the issue.
3. The only way to **not** cross a turn lane is closing a median opening. While an option, a public hearing would be required, so closing may not be possible. Furthermore, it may be infeasible due to the pedestrian demand and the desired bus stop locations by Gainesville RTS.

4. TEM, Chapter 3, Section 3.8.6 (5) (b) and MUTCD 4F.02 (04) (A)—requiring 100' from the existing intersection may be infeasible for the reasons listed above, and the following.

1. Moving pedestrians further from the intersection is infeasible without closing a median opening to the east and reconstructing, and without moving bus stops east. These external constraints may be impossible, and financial implications may also prove infeasible. Moreover, the resulting route would be less advantageous for disadvantaged pedestrians with further travel distances.

5. Statement of the proposed variation

Install a midblock crosswalk with a pedestrian hybrid beacon at the intersection of SR 222 (NE 39th Avenue) and NE 28th Drive in Alachua County, FL. The crosswalk may need to be in the influence area of the intersection, crossing turn lanes within 100' of NE 28th Drive.

6. Statement of how the proposal can be as safe by not following the criteria or standard

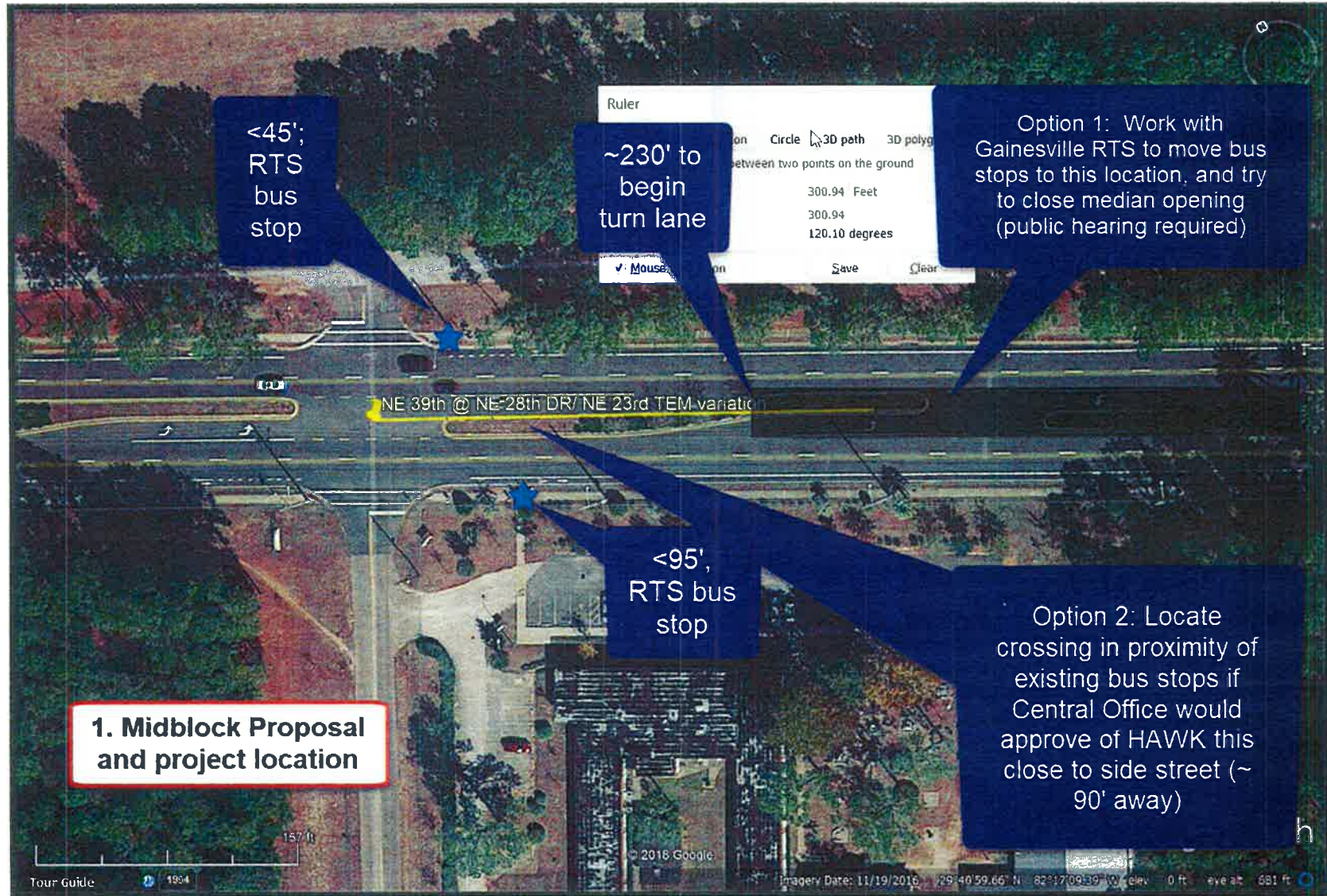
Pedestrians already cross SR 222 in this area. Recent complaints, testimonials, news stories, and documented/undocumented crashes have been presented. There are generators for underserved (homeless) pedestrians as well as non-homeless pedestrians on both sides of the road. By providing a predictable, conspicuous marked pedestrian crosswalk, safety/mobility of pedestrians should be improved.

7. Description of other impacts (operations, environmental and community needs)

All other criteria of TEM Section 3.8 for the installation of a midblock crossing are met. Pedestrians will cross this location whether or not there is a signed, marked crosswalk, as shown by current behavior. The Santa Fe Work Release Center and GRACE Marketplace are on the south side of SR 222 and there is high demand generated between the south and north side of SR 222, with bus stops located across from each other.

8. Resources

1. Midblock proposal and site map
2. Revised data table from Kimley Horn's report
3. MUTCD Figure 4F-2 showing our vehicle and pedestrian traffic
4. Gainesville RTS map: <http://ufl.transloc.com/>
5. Straight Line Diagram showing crossing distance (used for 2-stage determination and for Figure 4F-2)
6. FDOT Florida Traffic Online (2016): <http://flto.dot.state.fl.us/website/FloridaTrafficOnline/viewer.html>
7. FDOT Florida Traffic Online count station details for use in Figure 4F-2
8. Link—Another fatality in the news (it was a couple weeks ago): <https://www.wuft.org/news/2018/01/22/dignity-village-residents-seek-an-answer-to-this-dangerous-intersection/>
9. Kimley Horn Midblock report



From: Dipola, Mario [Mario.Dipola@dot.state.fl.us]
Sent: Wednesday, November 07, 2018 1:05 PM
To: Mike Escalante
Cc: Scott, Jeffrey
Subject: 2018.0194S; NE 29th Ave at NE 28th Dr. in Gainesville

Good afternoon, Mike!

It was good talking to you on the phone yesterday about Safe Routes to School.

I wanted to provide an update to a request we'd received earlier this year. We analyzed the area around GRACE Marketplace earlier this year. Unfortunately, pedestrian volumes are too low to warrant improvements. Still, we saw a benefit to improving mobility and hopefully safety in this stretch, so submitted a variation to Central Office.

CO approved it with some conditions, so our intent is to design a 2-stage pedestrian crossing in the vicinity of the subject intersection. Once complete, we hope to use our pushbutton (PB) construction contract to implement this improvement, which we hope to supplement with a pedestrian hybrid beacon (HAWK) and lighting. If you'd like to discuss, feel free to contact me. I'd be glad to provide more details.

Thank you!

Yours truly,

Mario Dipola, P.E., M.B.A., E.P.M.

District Safety Engineer

District Two Traffic Operations, Jacksonville Urban Office

Mario.Dipola@dot.state.fl.us

904-360-5633

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NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

RICK SCOTT
GOVERNOR



Florida Department of Transportation

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

MEMORANDUM

Date: July 6, 2018

To: Jerry Ausher, P.E., District Traffic Operations Engineer, District 2

From: Trey Tillander, P.E., Director, Office of Traffic Engineering and Operations

Subject: Traffic Engineering Manual Variation Request # D226005000-9.902-3.8.5(3)(b)

Central Office Staff has reviewed the request for variation of standards and criteria set forth in the Traffic Engineering Manual (TEM), Section 3.8.5 (3) (b) for minimum level of pedestrian demand, for a midblock pedestrian crossing at mile post 9.902 of roadway section 26005000, SR222 (NE 39th Avenue) at NE 28th Drive in Alachua County.

In accordance with the Traffic Engineering Variation Process, TEM Chapter 1.6, the referenced variation is authorized subject to the following conditions.

- Relocate bus stops so that the pedestrian Hybrid Beacon (HAWK) signal could be installed 300' east of the intersection.
- Close the median and install a pedestrian refuge island for the crossing.
- Install pedestrian HAWK for a two-phase crossing.
- Provide training and outreach on HAWK and two-phase crosswalk operation to GRACE Marketplace and Santa Fe Work Release Center.
- Install crosswalk lighting per TEM, Chapter 3, Section 3.8.5 (5)(c),
- Design and install all traffic signing and pavement markings in accordance with FDOT Standards.
- Conduct a follow up study one year after installation to evaluate pedestrian demand, vehicle and pedestrian interaction, and associated crash data in consideration for additional treatments, warning devices, and or modifications.

TT:jp.



EXHIBIT 4

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

December 20, 2018

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

RE: State Road 222 (NE 39th Avenue) Crosswalk at NE 28th Drive

Dear Secretary Evans:

At its meeting on December 17, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the Florida Department of Transportation conditional variance (see Exhibit 1) for a State Road 222 (NE 39th Avenue) Crosswalk adjacent to NE 28th Drive. Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary requesting that the Florida Department of Transportation:

- 1. Install a crosswalk on State Road 222 (NE 39th Avenue) adjacent to the NE 28th Drive intersection; and*
- 2. Coordinate with the City of Gainesville Mobility Department, Regional Transit System and its Advisory Board concerning the installation of crosswalk on State Road 222 (NE 39th Avenue) and broader mobility issues for accessing the Grace Marketplace area.*

It is the concern of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that the crosswalk requirements specified in the conditional variance do not adequately mitigate the pedestrian safety concerns.

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

Sincerely,

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

xc: Mari Schwabacher, Florida Department of Transportation District 2 Planning Specialist IV
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager

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by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.



SK
ME

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

ERIK R. FENNIMAN
INTERIM SECRETARY

January 17, 2019

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

RECEIVED

JAN 22 2019

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

RE: State Road 222 (NE 39th Avenue) Crosswalk at NE 28th Drive

Dear Chair Cornell,

The Department has received the Gainesville MTPO's letter dated December 20th, 2018 regarding the proposed crosswalk on SR 222 at NE 28th Drive in Gainesville, FL. The location and design of the pedestrian crosswalk was selected to provide the following benefits:

- By placing the crosswalk approximately 300 feet east of NE 28th Drive and closing the full median opening immediately east of NE 28th Drive, the crosswalk will be outside the influence area of the SR 222/NE 28th Drive intersection. The crossing distance will be reduced compared to a crossing at the intersection and can occur in two-stages.
- There are fewer conflicts at a midblock location as compared to an intersection. At the intersection, there are turning vehicles which could conflict with a crossing pedestrian.
- A staggered crossing (or Z-crossing) can be accommodated. Staggered crossings force pedestrians to turn in the median and face oncoming traffic before turning again to cross the second half of the crosswalk, making the crosswalk movement safer for pedestrians.
- The current crosswalk is designed as a Pedestrian Hybrid Beacon [HAWK]. The HAWK requires vehicles to come to a complete stop, making it safer for pedestrians to cross. The Manual on Uniform Traffic Control Devices [MUTCD] does not recommend installing a HAWK at an intersection.

For these reasons, the Department has determined the proposed design approximately 300 feet east of NE 28th Drive creates the safer crossing opportunity for pedestrians. If the RTS bus stop on the north side of SR 222 can be relocated to the midblock crosswalk, pedestrian usage of the new crosswalk should be high, considering there would not be a route to/from the bus stop and NE 28th Drive that is a shorter distance. The Department's Traffic Engineering Office would be glad to meet with the city of Gainesville Mobility Department and MTPO staff to discuss this crossing at their convenience.

Please contact the Department's Traffic Operations Engineer Jerry Ausher at (904) 360-5630 or at Jerry.Ausher@dot.state.fl.us for any questions or further information on this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Evans", is positioned above the printed name.

Greg Evans
District Two Secretary

cc: Karen Taulbee, FDOT District 2 Planning Manager
Mari Schwabacher, FDOT District 2 Gainesville MTPO Liaison
Jerry Ausher, District 2 Traffic Operations Engineer

**CA.6**

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

February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

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

STAFF RECOMMENDATION**For Information Only.**BACKGROUND

At its October 22, 2018 meeting, the Metropolitan Transportation Planning Organization referred the Florida Department of Transportation response for consideration of a roundabout at the State Road 121 (NW 34th Boulevard) at NW 53rd Avenue to its advisory committees. Exhibit 1 includes the Florida Department of Transportation response.

At its December 17, 2018 meeting, the Metropolitan Transportation Planning Organization discussed the recommendation of its advisory committees concerning the proposed bowtie configuration for a roundabout at the State Road 121 (NW 34th Boulevard) at NW 53rd Avenue. After the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation discontinue further consideration of a roundabout at the State Road 121 (NW 34th Boulevard) at NW 53rd Avenue since there are higher priority projects, such as the State Road 121 NW 34th Street Turnlane Project or the University Avenue Pedestrian Modifications Project, for the expenditure of State Highway System funds.

In addition, the Metropolitan Transportation Planning Organization requested additional information from the Florida Department of Transportation concerning the data and analysis of the intersection. Exhibit 2 includes the additional information provided by the Florida Department of Transportation. Below are links to morning and evening peak period analysis using the Federal Highway Administration Capacity Analysis for Planning of Junctions (CAP-X) tool.

[http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2019/Existing_AM_FHWA_Capacity_Analysis_for_Planning_of_Junctions_\(CAP-X\)_FINAL.XLSX](http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2019/Existing_AM_FHWA_Capacity_Analysis_for_Planning_of_Junctions_(CAP-X)_FINAL.XLSX)

[http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2019/Existing_PM_FHWA_Capacity_Analysis_for_Planning_of_Junctions_\(CAP-X\)_FINAL.XLSX](http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2019/Existing_PM_FHWA_Capacity_Analysis_for_Planning_of_Junctions_(CAP-X)_FINAL.XLSX)

According to the Federal Highway Administration, the Capacity Analysis for Planning of Junctions (CAP-X) tool is a simple and cost-effective sketch-planning tool that will help users focus on more effective intersection and interchange designs prior to conducting more demanding traffic simulation.

Attachments

t:\scott\sk19\mtpo\memo\shs_roundabout_sr121_nw53av_mtpo_feb25.docx

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by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

October 5th, 2018

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

RE: State Highway System Roundabouts Status Report

Dear Mr. Koons,

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

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

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

Mari Schwabacher
Gainesville MTPO Liaison

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

Photo 1

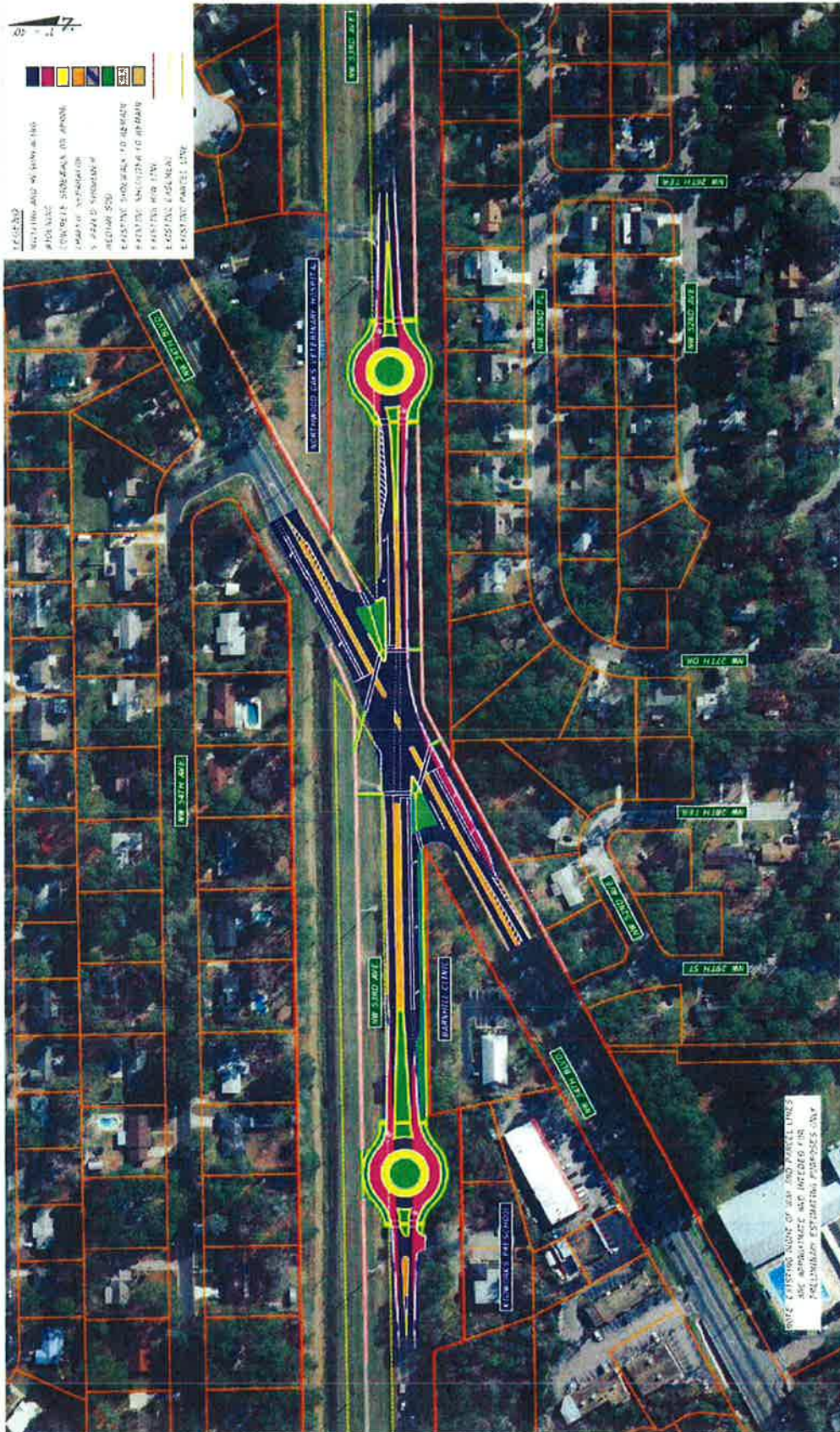


EXHIBIT 2

From: [Schwabacher, Mari](#)
To: [Scott Koons](#)
Cc: [Mike Escalante](#)
Subject: Follow-up on Roundabout Request for SR 121/NW53rd
Date: Thursday, January 17, 2019 9:47:16 AM
Attachments: [SR 121 and NW 53rd Ave.pdf](#)
[Existing AM FHWA Capacity Analysis for Planning of Junctions \(CAP-X\) FINAL.XLSX](#)
[Existing PM FHWA Capacity Analysis for Planning of Junctions \(CAP-X\) FINAL.XLSX](#)

Dear Scott,

At the December 17, 2018 MTPO board meeting, the board asked for more information on the reason a standard round a bout (RAB) design will not operate at SR 121/NW 53rd Ave intersection.

To follow up on this request, I have attached recent counts and the FHWA capacity analysis spreadsheets comparing the existing intersection (Conventional Full) versus a one-lane roundabout (1x1). The existing intersection is currently operating at a volume to capacity ratio of 0.65 in the AM and 0.70 in the PM. The one-lane roundabout would have an existing volume to capacity ratio of 1.03 in the AM and 1.05 in the PM (slightly over capacity with existing volumes).

Over time the volumes are expected to increase at the intersection and the volume to capacity ratios will also increase. Therefore, the one lane roundabout would open over capacity and undergo excessive queueing with any growth in traffic; whereas, the existing intersection is operating 30% below capacity leaving some room for traffic growth before excessive queueing occurs. FDOT does not recommend converting the intersection to a single lane roundabout due to the roundabout not having adequate capacity to convey even existing traffic volumes.

Let me know if you have any questions,

Mari Schwabacher

Gainesville MTPO Liaison
D2 Complete Streets Coordinator
Jacksonville Urban Office
904.360.5647

*Florida Department of Transportation, District 2
2198 Edison Avenue MS 2806
Jacksonville, FL 32204*

Peggy Malone & Associates
(800) 247-8602

File Name : SR 121 and NW 53rd Ave AM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Car

	SR 121 Southbound					NW 53rd Ave Westbound					SR 121 Northbound					NW 53rd Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	9	56	14	0	79	3	60	21	0	84	22	78	2	0	102	14	37	6	0	57	322
06:45 AM	32	58	10	0	100	5	76	24	0	105	40	71	3	0	114	16	30	12	0	58	377
Total	41	114	24	0	179	8	136	45	0	189	62	149	5	0	216	30	67	18	0	115	699
07:00 AM	30	52	38	0	120	8	92	26	0	126	47	96	6	0	149	12	55	18	0	85	480
07:15 AM	28	55	31	0	114	13	109	25	2	149	45	81	4	0	130	17	64	27	0	108	501
07:30 AM	36	72	19	0	127	11	123	27	0	161	57	103	14	0	174	21	61	19	1	102	564
07:45 AM	24	70	8	0	102	17	132	57	0	206	39	86	8	0	133	32	72	33	0	137	578
Total	118	249	96	0	463	49	456	135	2	642	188	366	32	0	586	82	252	97	1	432	2123
08:00 AM	23	47	15	0	85	12	100	53	0	165	45	73	11	0	129	15	54	24	0	93	472
08:15 AM	21	73	9	0	103	8	101	38	0	147	34	82	6	0	122	13	66	22	0	101	473
08:30 AM	13	50	9	0	72	7	68	59	1	135	49	64	13	0	126	14	49	17	0	80	413
08:45 AM	19	54	7	0	80	15	76	40	1	132	50	77	11	0	138	25	91	19	0	135	485
Total	76	224	40	0	340	42	345	190	2	579	178	296	41	0	515	67	260	82	0	409	1843
09:00 AM	19	72	8	0	99	9	58	41	1	109	47	70	13	0	130	19	46	18	0	83	421
09:15 AM	10	62	9	0	81	15	67	39	0	121	41	62	11	0	114	14	46	18	0	78	394
Grand Total	264	721	177	0	1162	123	1062	450	5	1640	516	943	102	0	1561	212	671	233	1	1117	5480
Approch %	22.7	62	15.2	0		7.5	64.8	27.4	0.3		33.1	60.4	6.5	0		19	60.1	20.9	0.1		
Total %	4.8	13.2	3.2	0	21.2	2.2	19.4	8.2	0.1	29.9	9.4	17.2	1.9	0	28.5	3.9	12.2	4.3	0	20.4	

	SR 121 Southbound				NW 53rd Ave Westbound				SR 121 Northbound				NW 53rd Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	30	52	38	120	8	92	26	126	47	96	6	149	12	55	18	85	480
07:15 AM	28	55	31	114	13	109	25	147	45	81	4	130	17	64	27	108	499
07:30 AM	36	72	19	127	11	123	27	161	57	103	14	174	21	61	19	101	563
07:45 AM	24	70	8	102	17	132	57	206	39	86	8	133	32	72	33	137	578
Total Volume	118	249	96	463	49	456	135	640	188	366	32	586	82	252	97	431	2120
% App. Total	25.5	53.8	20.7		7.7	71.2	21.1		32.1	62.5	5.5		19	58.5	22.5		
PHF	.819	.865	.632	.911	.721	.864	.592	.777	.825	.888	.571	.842	.641	.875	.735	.786	.917

Peggy Malone & Associates
(800) 247-8602

File Name : SR 121 and NW 53rd Ave AM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Truck

	SR 121 Southbound					NW 53rd Ave Westbound					SR 121 Northbound					NW 53rd Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	2	0	0	3	0	3	1	0	4	1	0	0	0	1	0	5	1	0	6	14
06:45 AM	2	6	1	0	9	0	2	1	0	3	1	4	1	0	6	0	5	1	0	6	24
Total	3	8	1	0	12	0	5	2	0	7	2	4	1	0	7	0	10	2	0	12	38
07:00 AM	0	1	0	0	1	0	1	2	0	3	1	4	0	0	5	1	3	0	0	4	13
07:15 AM	1	3	0	0	4	1	5	0	0	6	0	6	1	0	7	0	8	3	0	11	28
07:30 AM	0	10	2	0	12	0	2	3	0	5	1	11	0	0	12	1	4	2	0	7	36
07:45 AM	1	4	0	0	5	0	0	1	0	1	0	7	1	0	8	0	7	1	0	8	22
Total	2	18	2	0	22	1	8	6	0	15	2	28	2	0	32	2	22	6	0	30	99
08:00 AM	1	8	0	0	9	0	0	0	0	0	1	7	0	0	8	0	4	2	0	6	23
08:15 AM	2	4	2	0	8	1	3	1	0	5	2	4	1	0	7	0	4	3	0	7	27
08:30 AM	1	8	1	0	10	1	5	2	0	8	1	6	0	0	7	1	9	0	0	10	35
08:45 AM	0	2	1	0	3	0	5	1	0	6	0	3	0	0	3	2	5	1	0	8	20
Total	4	22	4	0	30	2	13	4	0	19	4	20	1	0	25	3	22	6	0	31	105
09:00 AM	1	1	0	0	2	0	2	0	0	2	5	10	1	0	16	1	4	3	0	8	28
09:15 AM	1	1	1	0	3	1	2	1	0	4	2	29	0	0	31	1	6	2	0	9	47
Grand Total	11	50	8	0	69	4	30	13	0	47	15	91	5	0	111	7	64	19	0	90	317
Apprch %	15.9	72.5	11.6	0		8.5	63.8	27.7	0		13.5	82	4.5	0		7.8	71.1	21.1	0		
Total %	3.5	15.8	2.5	0	21.8	1.3	9.5	4.1	0	14.8	4.7	28.7	1.6	0	35	2.2	20.2	6	0	28.4	

	SR 121 Southbound				NW 53rd Ave Westbound				SR 121 Northbound				NW 53rd Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	1	8	1	10	1	5	2	8	1	6	0	7	1	9	0	10	35
08:45 AM	0	2	1	3	0	5	1	6	0	3	0	3	2	5	1	8	20
09:00 AM	1	1	0	2	0	2	0	2	5	10	1	16	1	4	3	8	28
09:15 AM	1	1	1	3	1	2	1	4	2	29	0	31	1	6	2	9	47
Total Volume	3	12	3	18	2	14	4	20	8	48	1	57	5	24	6	35	130
% App. Total	16.7	66.7	16.7		10	70	20		14	84.2	1.8		14.3	68.6	17.1		
PHF	.750	.375	.750	.450	.500	.700	.500	.625	.400	.414	.250	.460	.625	.667	.500	.875	.691

Peggy Malone & Associates
(800) 247-8602

File Name : SR 121 and NW 53rd Ave AM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Combined

Start Time	SR 121 Southbound					NW 53rd Ave Westbound					SR 121 Northbound					NW 53rd Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	10	58	14	0	82	3	63	22	0	88	23	78	2	0	103	14	42	7	0	63	336
06:45 AM	34	64	11	0	109	5	78	25	0	108	41	75	4	0	120	16	35	13	0	64	401
Total	44	122	25	0	191	8	141	47	0	196	64	153	6	0	223	30	77	20	0	127	737
07:00 AM	30	53	38	0	121	8	93	28	0	129	48	100	6	0	154	13	58	18	0	89	493
07:15 AM	29	58	31	0	118	14	114	25	2	155	45	87	5	0	137	17	72	30	0	119	529
07:30 AM	36	82	21	0	139	11	125	30	0	166	58	114	14	0	186	22	65	21	1	109	600
07:45 AM	25	74	8	0	107	17	132	58	0	207	39	93	9	0	141	32	79	34	0	145	600
Total	120	267	98	0	485	50	464	141	2	657	190	394	34	0	618	84	274	103	1	462	2222
08:00 AM	24	55	15	0	94	12	100	53	0	165	46	80	11	0	137	15	58	26	0	99	495
08:15 AM	23	77	11	0	111	9	104	39	0	152	36	86	7	0	129	13	70	25	0	108	500
08:30 AM	14	58	10	0	82	8	73	61	1	143	50	70	13	0	133	15	58	17	0	90	448
08:45 AM	19	56	8	0	83	15	81	41	1	138	50	80	11	0	141	27	96	20	0	143	505
Total	80	246	44	0	370	44	358	194	2	598	182	316	42	0	540	70	282	88	0	440	1948
09:00 AM	20	73	8	0	101	9	60	41	1	111	52	80	14	0	146	20	50	21	0	91	449
09:15 AM	11	63	10	0	84	16	69	40	0	125	43	91	11	0	145	15	52	20	0	87	441
Grand Total	275	771	185	0	1231	127	1092	463	5	1687	531	1034	107	0	1672	219	735	252	1	1207	5797
Apprch %	22.3	62.6	15	0		7.5	64.7	27.4	0.3		31.8	61.8	6.4	0		18.1	60.9	20.9	0.1		
Total %	4.7	13.3	3.2	0	21.2	2.2	18.8	8	0.1	29.1	9.2	17.8	1.8	0	28.8	3.8	12.7	4.3	0	20.8	

	SR 121 Southbound				NW 53rd Ave Westbound				SR 121 Northbound				NW 53rd Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	29	58	31	118	14	114	25	153	45	87	5	137	17	72	30	119	527
07:30 AM	36	82	21	139	11	125	30	166	58	114	14	186	22	65	21	108	599
07:45 AM	25	74	8	107	17	132	58	207	39	93	9	141	32	79	34	145	600
08:00 AM	24	55	15	94	12	100	53	165	46	80	11	137	15	58	26	99	495
Total Volume	114	269	75	458	54	471	166	691	188	374	39	601	86	274	111	471	2221
% App. Total	24.9	58.7	16.4		7.8	68.2	24		31.3	62.2	6.5		18.3	58.2	23.6		
PHF	.792	.820	.605	.824	.794	.892	.716	.835	.810	.820	.696	.808	.672	.867	.816	.812	.925

Peggy Malone & Associates
(800) 247-8602

File Name : SR 121 and NW 53rd Ave PM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Car

	SR 121 Southbound					NW 53rd Ave Westbound					SR 121 Northbound					NW 53rd Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	20	96	9	0	125	7	54	64	0	125	48	87	14	0	149	17	63	28	1	109	508
03:45 PM	20	63	9	0	92	17	76	36	0	129	43	92	14	0	149	17	80	34	0	131	501
Total	40	159	18	0	217	24	130	100	0	254	91	179	28	0	298	34	143	62	1	240	1009
04:00 PM	16	87	7	2	112	9	53	52	1	115	43	86	23	0	152	19	82	24	0	125	504
04:15 PM	27	101	9	0	137	18	57	56	0	131	61	86	18	0	165	14	72	21	0	107	540
04:30 PM	21	106	11	0	138	20	50	45	0	115	54	88	20	1	163	18	88	23	1	130	546
04:45 PM	18	93	12	0	123	13	64	54	2	133	52	95	17	0	164	17	94	27	0	138	558
Total	82	387	39	2	510	60	224	207	3	494	210	355	78	1	644	68	336	95	1	500	2148
05:00 PM	29	90	5	0	124	14	58	54	0	126	51	83	27	0	161	24	93	27	0	144	555
05:15 PM	16	104	9	0	129	11	78	63	1	153	53	79	24	0	156	24	108	18	0	150	588
05:30 PM	36	79	8	0	123	10	58	59	0	127	57	107	32	0	196	27	99	34	0	160	606
05:45 PM	26	78	15	1	120	26	64	37	1	128	55	84	31	0	170	21	105	11	0	137	555
Total	107	351	37	1	496	61	258	213	2	534	216	353	114	0	683	96	405	90	0	591	2304
06:00 PM	26	89	7	0	122	16	54	47	1	118	56	70	20	0	146	21	89	18	0	128	514
06:15 PM	20	80	8	1	109	16	47	54	1	118	29	77	27	0	133	27	72	21	0	120	480
Grand Total	275	1066	109	4	1454	177	713	621	7	1518	602	1034	267	1	1904	246	1045	286	2	1579	6455
Apprch %	18.9	73.3	7.5	0.3		11.7	47	40.9	0.5		31.6	54.3	14	0.1		15.6	66.2	18.1	0.1		
Total %	4.3	16.5	1.7	0.1	22.5	2.7	11	9.6	0.1	23.5	9.3	16	4.1	0	29.5	3.8	16.2	4.4	0	24.5	

	SR 121 Southbound				NW 53rd Ave Westbound				SR 121 Northbound				NW 53rd Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	18	93	12	123	13	64	54	131	52	95	17	164	17	94	27	138	556
05:00 PM	29	90	5	124	14	58	54	126	51	83	27	161	24	93	27	144	555
05:15 PM	16	104	9	129	11	78	63	152	53	79	24	156	24	108	18	150	587
05:30 PM	36	79	8	123	10	58	59	127	57	107	32	196	27	99	34	160	606
Total Volume	99	366	34	499	48	258	230	536	213	364	100	677	92	394	106	592	2304
% App. Total	19.8	73.3	6.8		9	48.1	42.9		31.5	53.8	14.8		15.5	66.6	17.9		
PHF	.688	.880	.708	.967	.857	.827	.913	.882	.934	.850	.781	.864	.852	.912	.779	.925	.950

Peggy Malone & Associates
(800) 247-8602

File Name : SR 121 and NW 53rd Ave PM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Truck

	SR 121 Southbound					NW 53rd Ave Westbound					SR 121 Northbound					NW 53rd Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	3	1	0	4	0	4	2	0	6	2	2	1	0	5	0	6	4	0	10	25
03:45 PM	1	6	1	0	8	1	6	0	0	7	1	4	0	0	5	1	1	1	0	3	23
Total	1	9	2	0	12	1	10	2	0	13	3	6	1	0	10	1	7	5	0	13	48
04:00 PM	0	9	0	0	9	0	3	4	0	7	1	3	0	0	4	0	4	1	0	5	25
04:15 PM	0	4	0	0	4	1	4	1	0	6	1	2	1	0	4	2	3	0	0	5	19
04:30 PM	1	5	1	0	7	0	6	1	0	7	2	7	0	0	9	0	1	3	0	4	27
04:45 PM	0	1	0	0	1	0	4	0	0	4	0	4	0	0	4	0	2	0	0	2	11
Total	1	19	1	0	21	1	17	6	0	24	4	16	1	0	21	2	10	4	0	16	82
05:00 PM	0	2	0	0	2	0	2	2	0	4	0	3	0	0	3	0	0	1	0	1	10
05:15 PM	0	1	0	0	1	1	3	2	0	6	0	1	0	0	1	0	2	0	0	2	10
05:30 PM	1	2	0	0	3	1	1	0	0	2	1	3	0	0	4	0	0	0	0	0	9
05:45 PM	0	5	1	0	6	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	12
Total	1	10	1	0	12	2	6	7	0	15	3	8	0	0	11	0	2	1	0	3	41
06:00 PM	1	8	0	0	9	0	3	2	0	5	0	3	1	0	4	0	0	0	0	0	18
06:15 PM	0	5	0	0	5	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	9
Grand Total	4	51	4	0	59	5	37	19	0	61	10	33	3	0	46	3	19	10	0	32	198
Approch %	6.8	86.4	6.8	0		8.2	60.7	31.1	0		21.7	71.7	6.5	0		9.4	59.4	31.2	0		
Total %	2	25.8	2	0	29.8	2.5	18.7	9.6	0	30.8	5.1	16.7	1.5	0	23.2	1.5	9.6	5.1	0	16.2	

	SR 121 Southbound				NW 53rd Ave Westbound				SR 121 Northbound				NW 53rd Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	1	6	1	8	1	6	0	7	1	4	0	5	1	1	1	3	23
04:00 PM	0	9	0	9	0	3	4	7	1	3	0	4	0	4	1	5	25
04:15 PM	0	4	0	4	1	4	1	6	1	2	1	4	2	3	0	5	19
04:30 PM	1	5	1	7	0	6	1	7	2	7	0	9	0	1	3	4	27
Total Volume	2	24	2	28	2	19	6	27	5	16	1	22	3	9	5	17	94
% App. Total	7.1	85.7	7.1		7.4	70.4	22.2		22.7	72.7	4.5		17.6	52.9	29.4		
PHF	.500	.667	.500	.778	.500	.792	.375	.964	.625	.571	.250	.611	.375	.563	.417	.850	.870

Peggy Malone & Associates
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File Name : SR 121 and NW 53rd Ave PM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Combined

	SR 121 Southbound					NW 53rd Ave Westbound					SR 121 Northbound					NW 53rd Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	20	99	10	0	129	7	58	66	0	131	50	89	15	0	154	17	69	32	1	119	533
03:45 PM	21	69	10	0	100	18	82	36	0	136	44	96	14	0	154	18	81	35	0	134	524
Total	41	168	20	0	229	25	140	102	0	267	94	185	29	0	308	35	150	67	1	253	1057
04:00 PM	16	96	7	2	121	9	56	56	1	122	44	89	23	0	156	19	86	25	0	130	529
04:15 PM	27	105	9	0	141	19	61	57	0	137	62	88	19	0	169	16	75	21	0	112	559
04:30 PM	22	111	12	0	145	20	56	46	0	122	56	95	20	1	172	18	89	26	1	134	573
04:45 PM	18	94	12	0	124	13	68	54	2	137	52	99	17	0	168	17	96	27	0	140	569
Total	83	406	40	2	531	61	241	213	3	518	214	371	79	1	665	70	346	99	1	516	2230
05:00 PM	29	92	5	0	126	14	60	56	0	130	51	86	27	0	164	24	93	28	0	145	565
05:15 PM	16	105	9	0	130	12	81	65	1	159	53	80	24	0	157	24	110	18	0	152	598
05:30 PM	37	81	8	0	126	11	59	59	0	129	58	110	32	0	200	27	99	34	0	160	615
05:45 PM	26	83	16	1	126	26	64	40	1	131	57	85	31	0	173	21	105	11	0	137	567
Total	108	361	38	1	508	63	264	220	2	549	219	361	114	0	694	96	407	91	0	594	2345
06:00 PM	27	97	7	0	131	16	57	49	1	123	56	73	21	0	150	21	89	18	0	128	532
06:15 PM	20	85	8	1	114	17	48	56	1	122	29	77	27	0	133	27	72	21	0	120	489
Grand Total	279	1117	113	4	1513	182	750	640	7	1579	612	1067	270	1	1950	249	1064	296	2	1611	6653
Approch %	18.4	73.8	7.5	0.3		11.5	47.5	40.5	0.4		31.4	54.7	13.8	0.1		15.5	66	18.4	0.1		
Total %	4.2	16.8	1.7	0.1	22.7	2.7	11.3	9.6	0.1	23.7	9.2	16	4.1	0	29.3	3.7	16	4.4	0	24.2	

	SR 121 Southbound				NW 53rd Ave Westbound				SR 121 Northbound				NW 53rd Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	18	94	12	124	13	68	54	135	52	99	17	168	17	96	27	140	567
05:00 PM	29	92	5	126	14	60	56	130	51	86	27	164	24	93	28	145	565
05:15 PM	16	105	9	130	12	81	65	158	53	80	24	157	24	110	18	152	597
05:30 PM	37	81	8	126	11	59	59	129	58	110	32	200	27	99	34	160	615
Total Volume	100	372	34	506	50	268	234	552	214	375	100	689	92	398	107	597	2344
% App. Total	19.8	73.5	6.7		9.1	48.6	42.4		31.1	54.4	14.5		15.4	66.7	17.9		
PHF	.676	.886	.708	.973	.893	.827	.900	.873	.922	.852	.781	.861	.852	.905	.787	.933	.953

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February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Draft Fiscal Years 2019-20 to 2023-24 Five-Year Tentative Work Program Comments - Florida Department of Transportation Response

STAFF RECOMMENDATION**For Information Only.**BACKGROUND

At its December 17, 2018 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the draft Florida Department of Transportation Fiscal Years 2019-20 to 2023-24 Five-Year Tentative Work Program. After the discussion, the Metropolitan Transportation Planning Organization approved a motion to forward comments in the attached Exhibit 1 to the Florida Department of Transportation.

The attached Exhibit 2 is the Florida Department of Transportation response that indicates that the Florida Department of Transportation will consider the requests for projects to be included in the Fiscal Years 2019-20 to 2023-24 Five-Year Tentative Work Program from the Metropolitan Transportation Planning Organization.

Attachments



EXHIBIT 1

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December 18, 2018

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

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

Dear Secretary Evans:

At its meeting on December 17, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviewed and discussed the Florida Department of Transportation Tentative Five-Year Work Program 2019-20 through 2023-24. Following this discussion, the Metropolitan Transportation Planning Organization approved a motion to:

"authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary requesting that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program (Exhibit 1) and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:

- A. Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;
- B. Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;
- C. Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations;
- D. Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Continuous Left Turnlane installation from NW 16th Avenue to U.S. 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds;
- E. Priority 5 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Removal of Sliplanes; and
- F. Priority 6 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Traffic Signal Update Project [4358911] consideration of the removal of the sliplanes in scoping and design of traffic signal update.

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

Sincerely,

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

xc: James Knight, Florida Department of Transportation District 2 Urban Planning Administrator
Mari Schwabacher, Florida Department of Transportation District 2 Planning Specialist IV

T:\Scott\SK19\MTPO\Letter\FDOT_tent_work_prog_rex.docx

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by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.



SH ME

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

ERIK R. FENNIMAN
INTERIM SECRETARY

January 15, 2019

RECEIVED

JAN 23 2019

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

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

RE: Florida Department of Transportation Tentative Five-Year Work Program Comments
2019/20 – 2023/24

Dear Chair Cornell,

Thank you for your letter dated December 18th, 2018 requesting additional projects to be considered for funding in the new tentative five-year work program. The Florida Department of Transportation will consider programming the requested projects (A – F). Please note that the listed projects also need to be part of the List of Priority Projects in order to be considered.

Please do not hesitate to contact Mari Schwabacher at (904) 360 5647 or
Mari.Schwabacher@dot.state.fl.us for any further questions or concerns.

Sincerely,

Greg Evans
District Two Secretary

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February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: State Road 26 (West Newberry Road) Bikelanes Update -
Florida Department of Transportation Response

STAFF RECOMMENDATION**For Information Only.**BACKGROUND

1. Current Status

On February 14, 2019, the Metropolitan Transportation Planning Organization received a copy of a Florida Department of Transportation response concerning restriping State Road 26 (West Newberry Road) for instreet bikelanes (Exhibit 1). The response includes a Florida Department of Transportation concept for reconstruction of a one-quarter mile portion of State Road 26 (West Newberry Road) to accommodate buffered instreet bikelanes for an estimated cost of \$5.0 million. Exhibit 2 is a schematic of the State Road 26 (West Newberry Road) instreet bikelanes project concept.

2. Previous History

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

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

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

“request that the Florida Department of Transportation:

- 1. Program a project to restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes on West Newberry Road (State Road 26) between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street;*

2. *Conduct a speed zone study between NW 59th Street and NW 40th Drive;*
3. *Prioritize this project for State Highway System funding; and*
4. *Provide the Metropolitan Transportation Planning Organization information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project.”*

At its June 25, 2018 meeting, the Metropolitan Transportation Planning Organization received the Florida Department of Transportation State Road 26 Public Information Meeting announcement.

On July 12, 2018, the Florida Department of Transportation State held a public information meeting concerning restriping State Road 26 (West Newberry Road) for instreet bikelanes.

At its August 27, 2018 meeting, the Metropolitan Transportation Planning Organization was provided a status report on its Consent Agenda concerning the Florida Department of Transportation State Road 26 Public Information Meeting.

Attachments

EXHIBIT 1

From: [Schwabacher, Mari](#)
To: [Chris Dawson](#)
Cc: [Jeffrey L. Hays](#); [Mike Escalante](#); [Leistner, Deborah L.](#); [Knight, James](#); [Scott Koons](#); [Taulbee, Karen](#)
Subject: RE: Restriping of Parking on SR 26/Newberry Road
Date: Thursday, February 14, 2019 2:26:43 PM
Attachments: [SR 26 Plot3.pdf](#)

Good Afternoon,

Due to the public comment received from FDOT's public meeting concerning parking removal in favor of bike lanes, FDOT has developed an alternate concept to widen the road so that bike lanes may be provided and the parking maintained. The total cost (all phases) will be about \$5,000,000 for ¼ mile of bike lane on each side of the roadway. Attached is a concept showing the roadway widening. FDOT is recommending that the parking be maintained. FDOT will look for the Gainesville MTPO to prioritize the project for it to be considered for funding.

Let me know if you have any questions.

Thanks,

Mari Schwabacher

Gainesville MTPO Liaison
D2 Complete Streets Coordinator
Jacksonville Urban Office
904.360.5647

*Florida Department of Transportation, District 2
2198 Edison Avenue MS 2806
Jacksonville, FL 32204*

From: Chris Dawson [mailto:cdawson@alachuacounty.us]
Sent: Thursday, February 14, 2019 8:25 AM
To: Schwabacher, Mari <Mari.Schwabacher@dot.state.fl.us>
Cc: Jeffrey L. Hays <jhays@alachuacounty.us>; Mike Escalante (escalante@ncfrpc.org) <escalante@ncfrpc.org>; Leistner, Deborah L. <leistnerdl@cityofgainesville.org>
Subject: Restriping of Parking on SR 26/Newberry Road

EXTERNAL SENDER: Use caution with links and attachments.

Mari:

Good morning. At its Tuesday regular meeting, the Board of County Commissioners heard an update on the Alachua Countywide Bicycle Master Plan. After the presentation and during discussion the Board asked about a recent discussion at the MTPO related to the restriping of on-

street parking to a bicycle lane on State Road 26 / Newberry Road generally between West 34th Street and West 43rd Street. The MTPO had forwarded its recommendation to the Department that the parking be restriped. My recollection is that the Department was going to hold its own public workshop on this to receive public comment. I'm curious about the outcome of that hearing.

In addition, the Board asked whether, if properly permitted, the County and/or City could fund the restriping if funding is not available from the Department at this time.

Thanks for your help, and please feel free to call for clarification if needed.

Chris Dawson, AICP
Senior Transportation Planner
Alachua County Growth Management Department
(352) 374-5249
10 Southwest 2nd Avenue
Gainesville, FL 32601
<http://growth-management.alachuacounty.us/>

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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.

EXHIBIT 2





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February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Archer Road Rail/Trail Update

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its December 17, 2018 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed draft Florida Department of Transportation Five-Year Tentative Work Program. During this discussion, a member requested additional information concerning the State Road 24 (Archer Road) Rail/Trail project [4399342]. Florida Department of Transportation staff has provided the following information:

Exhibit 1 - Florida Department of Transportation email message; and

Exhibit 2 - Florida Department of Transportation Rail/Trail schematic map.

Attachments

EXHIBIT 1

From: [Schwabacher, Mari](#)
To: [Scott Koons](#)
Cc: [Mike Escalante](#); [Taulbee, Karen](#)
Subject: Archer Road Bike Path Additional Information [FPI: 439934-2]
Date: Friday, January 11, 2019 3:22:21 PM
Attachments: [project 439934-2 image.JPG](#)

Dear Scott,

At the December 17th, 2018 Gainesville MTPO meeting, FDOT delivered a presentation on new tentative work program projects for Alachua County. The MTPO board asked FDOT for more information on the Archer road bike trail project [project ID 439934-2]. To follow up on this request, the project will be a 10ft asphalt trail located on the south side of Archer Road, within GRU and Alachua County right of way. The trail will be constructed under a joint project agreement and maintained by Alachua county through an agreement with GRU. FDOT's Design Consultant (BES) will deliver Plans & Specs to Alachua County and assist with Post Design Services. Attached is a picture of the project design.

Let me know if you have any questions,

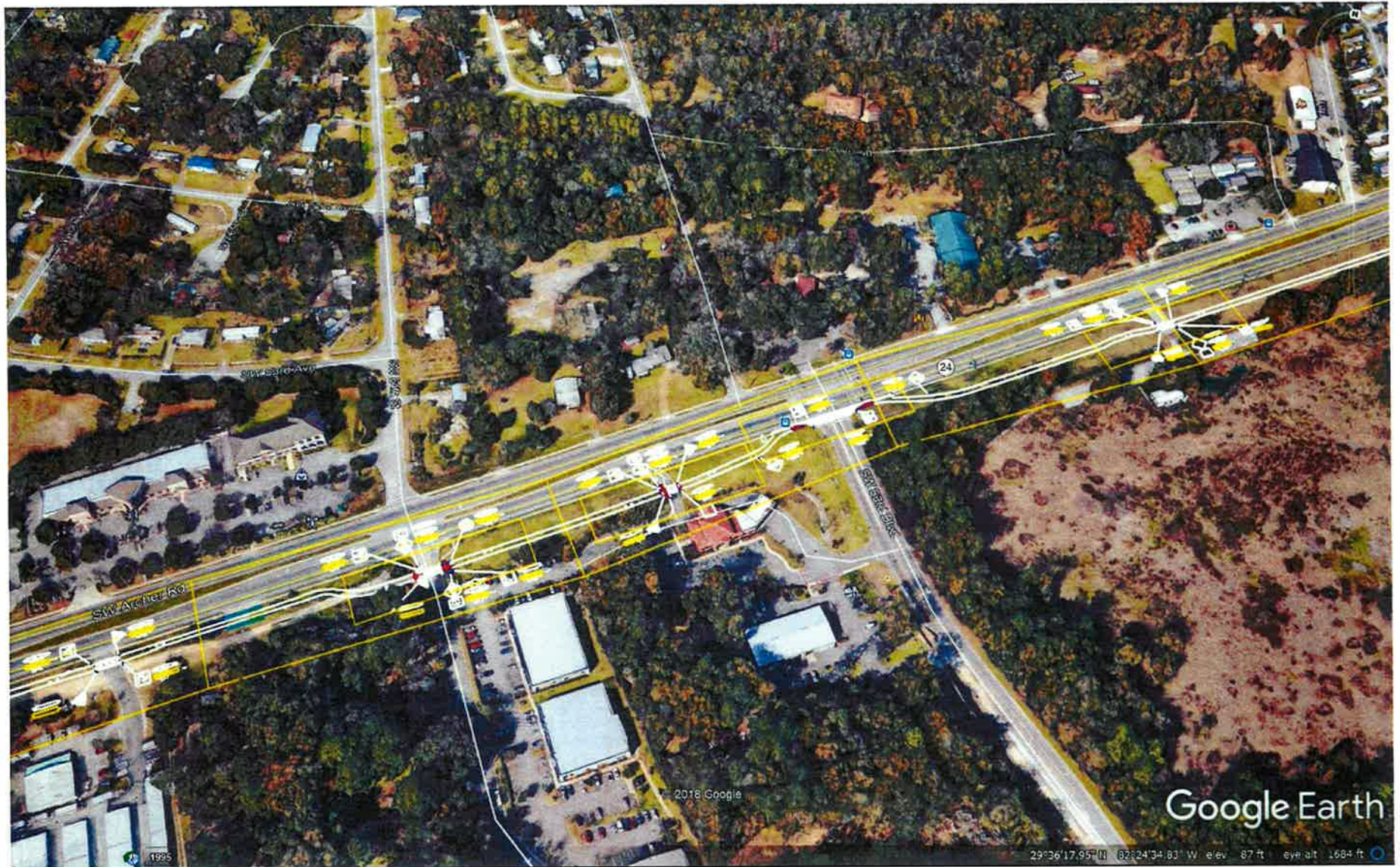
Mari Schwabacher

Gainesville MTPO Liaison
D2 Complete Streets Coordinator
Jacksonville Urban Office
904.360.5647

*Florida Department of Transportation, District 2
2198 Edison Avenue MS 2806
Jacksonville, FL 32204*

EXHIBIT 2

Archer Road Rail-Trail



t:\scott\sk19\mtpo\memo\archer road rail-trail update_x2.docx



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February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Senate Committee on Transportation Reorganization

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its January 30, 2019 meeting, the Florida Metropolitan Planning Organization Advisory Council discussed the attached memorandum from the Honorable Bill Galvano, President of the Senate, to The Florida Senate (Exhibit 1).

The memorandum discusses the transformation of the Florida Senate Committee on Transportation into the Florida Senate Committee on Infrastructure and Security. The memorandum also discusses creation of the following multimodal corridors in rural Florida:

- Polk County to Collier County;
- Suncoast Parkway Extension to Georgia; and
- Northern Turnpike Connector (Florida Turnpike extension northwest to the Suncoast Parkway).

Attachment



THE FLORIDA SENATE
SENATOR BILL GALVANO
President

MEMORANDUM

TO: All Senators
FROM: Bill Galvano
SUBJECT: Innovation in Infrastructure
DATE: January 30, 2019

At my designation ceremony and again during the Organization Session, I expressed my belief that the Senate should lead in developing innovative approaches to enhancing Florida's infrastructure. We have a responsibility to not only meet today's needs, but also to anticipate tomorrow's demands, including a focus on revitalizing historic rural Florida communities. As we approach the regular session, I would like to provide some additional thoughts on this important issue for your consideration.

In my view, infrastructure is more than traditional transportation elements including roads, bridges, seaports and airports. Infrastructure also includes utility and communication resources that provide access to clean water and reliable broadband connectivity. Our experience with hurricanes has taught us how intrinsically linked infrastructure is to security, preparation, and recovery, from evacuation routes to speedy restoration of cellular service and electrical power.

To facilitate an innovative, holistic view of the importance of hardening our existing infrastructure, as well as anticipating future needs, the scope of the former Committee on Transportation was expanded to include all matters related to infrastructure and security. President Lee was appointed to Chair the new Committee on Infrastructure and Security.

In the past, much of Florida's infrastructure funding has primarily been focused on Florida's urban areas in order to improve safety, relieve congestion, create mobility, and to promote commerce and tourism. While this funding has improved access and created economic growth for our urban areas along our coasts and in Central Florida, there has not always been the same focus on large portions of rural Florida.

Over the years, I have had the opportunity to discuss with each of you our shared concerns regarding the economic challenges facing Florida's rural communities. These legacy communities are the backbone of our state and have powered its economy for generations. In recent years, these vital communities have suffered from impacts to farming, resulting in an exodus and loss of local rural economies. Florida's success cannot depend solely on the perimeter of our state. We must work together to sustain these historic rural communities.

To this end, I have asked President Lee to lead his committee in developing legislation to expedite the creation of three new multi-use corridors in our rural areas of regional economic significance.

- Polk County to Collier County
- Suncoast Parkway Extension to Georgia
- Northern Turnpike Connector (Florida Turnpike northwest to the Suncoast Parkway)

These extensions of our existing infrastructure have been under consideration by the Department of Transportation and advocated by leaders of business and industry for many years. The time has come to prioritize these critical infrastructure enhancements and to combine those efforts with innovations that enhance surrounding communities, while providing new opportunities for job creation.

I am confident these new infrastructure corridors will help achieve Florida's goal of strategically planning for future population growth, while at the same time revitalizing rural communities and enhancing public safety. In my view, the benefits of this type of long-term investment in our infrastructure include regional connectivity that enhances trade and tourism, congestion mitigation and evacuation routes, as well as broadband, water, and sewer connectivity that helps preserve our natural resources while improving quality of life for residents in rural areas of our state.

Recent estimates tell us Florida is gaining over 850 people a day and will continue to gain population at this rate for the next several years. That means we are seeing our population increase by the size of the city of Orlando every year. Florida needs to be ready, and our rural communities are a key to our success.




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February 18, 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 - Legislative Update

STAFF RECOMMENDATION

For information only.

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council discussed the attached legislative update of transportation-related issues at its January 30, 2019 meeting (Exhibit 1).

Attachment

Commissioner Nick Maddox
Chair

Legislative Update for the week ending 01/25/2019

Overview

Greetings and welcome to the first MPOAC legislative update of the 2019 Florida legislative session. While the session officially begins March 5th, 2019, the capitol is busy with activities which will lead us into the session. Some of the anticipated issues that we are likely to see coming up during session will include hurricane recovery, education, water quality, school safety, deregulation and certainly a few others will come up. There will be committee meetings in the next few months and of course bills are being filed for the upcoming session.

Below are the dates of events for the 2019 legislative session, and included in this legislative update is a listing of bills filed thus far in the session. Updates will occur on an as needed basis until the official start of the 2019 legislative session, then your MPOAC updates will be issued weekly.

The new Governor is off to a very busy start and has accomplished a lot in his first few weeks, he has stated it is his intention to keep this furious pace going. His efforts have impressed many and hopefully that will help his priorities make their way through the legislature. The Governor recently announced the selection of Kevin Thibault as the new Florida Department of Transportation Secretary. He has an extensive transportation background and previously worked in senior leadership at Florida DOT so he will be able to hit the ground running. We extend a hearty welcome to Secretary Thibault and look forward to working with him to advance Florida's mobility solutions.

After this initial newsletter, all updates to bills shown below will be shown in **RED** so you can quickly distinguish between updates and old news. A few bills have been filed, many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills.

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.

Important Dates for the 2019 Legislative Session

- January 25, 2019 - deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- March 1, 2019 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- March 5, 2019 - Regular Session convenes, deadline for filing bills for introduction
- April 20, 2019 - All bills are immediately certified, motion to reconsider made and considered the same day
- April 23, 2019 - Last day for regularly scheduled committee meetings
- May 3, 2019 - Last day of Regular Session

**Committee Meeting schedule prior to the official
Legislative Session beginning on March 5th**

January 2019 - Week of the 7th
January 2019 - Week of the 22nd
February 2019 - Week of the 4th
February 2019 - Week of the 11th
February 2019 - Week of the 18th

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature's website as of January 25, 2019. More bills will be filed during the 2019 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking.

SB 68: Transportation Disadvantaged – (Book) - Requiring community transportation coordinators, in cooperation with the coordinating board, to plan for and use any available and cost-effective regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged; requiring each coordinating board to evaluate multicounty or regional transportation opportunities to include any available regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 71: Traffic Offenses – (McClain; Co-Introducers: Stevenson; Stone) – Identical to SB 158 by Baxley. Provides criminal penalties for person who commits moving violation that causes serious bodily injury to or death of vulnerable road user; requires person to pay specified fine, serve minimum period of house arrest, & attend driver improvement course; requires court to revoke person's driver license for minimum specified period; defines "vulnerable road user". Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee.

SB 72: Alligator Alley Toll Road – (Passidomo; Co-Introducers: Hooper) – Identical to HB 6011 by Rommel. Requiring specified fees to be used indefinitely, instead of temporarily, to reimburse a local governmental entity for the direct actual costs of operating a specified fire station, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 75: Expanded Uses of Unmanned Aircraft – (Yarborough; Co-Introducers: Grieco; Killebrew) – Similar to SB 132 by Rouson. Permits use of drones by law enforcement agencies & other specified entities for specified purposes. Referred to Criminal Justice Subcommittee; State Affairs Committee; Judiciary Committee.

SB 78: Public Financing of Construction Projects – (Rodriguez) – Identical to HB 169 by Fernandez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations.

SB 116: Motor Vehicle Racing – (Stewart) – Increasing the criminal penalty for a third or subsequent violation related to motor vehicle racing within a specified period after the date of a prior violation that resulted in a conviction, etc. Referred to Infrastructure and Security; Criminal Justice; Judiciary; Rules.

SB 132: Drones – (Rouson) – Similar to HB 75 by Yarborough. Defining the terms “dangerous or deadly weapon” and “large-scale event”; authorizing the use of a drone by a law enforcement agency to prepare for or monitor safety and security at a large-scale event; prohibiting a law enforcement agency using a drone in an authorized manner from equipping it with specified attachments or using it to fire projectiles, etc. Referred to Criminal Justice; Infrastructure and Security; Rules.

SB 158: Traffic Offenses – (Baxlev) – Identical to HB 71 by McClain. Citing this act as the “Vulnerable Road User Act”; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Criminal and Civil Justice; Appropriations.

HB 169: Public Financing of Construction Projects – (Fernandez) – Identical to SB 78 by Rodriguez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Agriculture and Natural Resources Subcommittee; Appropriations Committee; State Affairs Committee.

SB 306: Traffic Infraction Detectors – (Brandes) – Similar to HB 6003 by Sabatini. Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations; amending provisions relating to distribution of proceeds, enforcement by traffic infraction enforcement officers using such detectors, procedures for disposition of citations, preemption of additional fees or surcharges, compliance, amount of penalties, registration and renewal of license plates, and points assessed for certain violations, to conform provisions to changes made by the act, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 311: Autonomous Vehicles – (Fisher) – Co-Introducers: Rodriguez; Mayfield) - Exempts autonomous vehicles & operators from certain prohibitions; provides that human operator is not required to operate fully autonomous vehicle; authorizes fully autonomous vehicle to operate regardless of presence of human operator; provides that automated driving system is deemed operator of autonomous vehicle operating with system engaged; authorizes Florida Turnpike Enterprise to fund & operate test facilities; provides requirements for operation of on-demand autonomous vehicle networks; revises registration requirements for autonomous vehicles. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 341: Motor Vehicles and Railroad Trains – (LaMarca) - Requires that, in event of crash involving railroad train, collection of certain information be at discretion of law enforcement officer having jurisdiction to investigate crash; specifies that certain persons are not considered passengers for purpose of making crash reports. Not yet assigned to committees.

HB 385: Transportation – (Avila) – Requires certain authority members to comply with financial disclosure requirements; limits levy of & revises authorized uses of certain surtaxes; revives Pilot Rebuilt motor vehicle inspection program; revises provisions relating to DOT design plan approval, transportation project programs, toll collection & use, & M.P.O. membership; repeals pts. I & V of ch. 348, F.S., related to Florida Expressway Authority Act & Osceola County Expressway Authority Law. Not yet assigned to committees.

HB 453: Micromobility Devices and Motorized Scooters – (Toledo) - Authorizes county or municipality to regulate operation of micromobility devices & for-hire motorized scooters; authorizes county or municipality to require licensure; requires proof of certain insurance coverage; provides that regulation of micromobility devices & for-hire motorized scooters is controlled by state & federal law; provides that operator has all rights & duties applicable to rider of bicycle; exempts micromobility device or motorized scooter from certain requirements; provides that person is not required to have valid driver license to operate micromobility device or motorized scooter; authorizes parking on sidewalk; removes requirements for sale of motorized scooters; exempts micromobility devices & motorized scooters from certain emblem requirements. Not yet assigned to committees.

HB 476: Child Restraint Requirements – (Perry) - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Not yet assigned to committees.


HB 6001: Alligator Alley Toll Road – (Rommel) – Identical bill to SB 72 by Passidomo. Requires specified fees to be used indefinitely to reimburse local governmental entity for direct actual costs of operating specified fire station. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 6003: Traffic Infraction Detectors – (Sabatini – Co-Introducers: Grieco; Hill; Jacobs; Sirois) – Similar bill to SB 306 by Brandes. Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. Favorable by Transportation and Infrastructure Committee, 12 Yeas, 1 Nay. Now in Appropriations Committee.



February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program -
Fiscal Year 2019-20 Planning Grant Program Agreement Resolution

STAFF RECOMMENDATION

Approve attached Resolution No. 2019-01 authorizing the execution of the Fiscal Year 2019-20 Transportation Disadvantaged Program Planning Grant Program Agreement for Alachua County.

BACKGROUND

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

Attached Resolution No. 2019-01 authorizes the Chair to sign the Fiscal Year 2019-20 Transportation Disadvantaged Planning Grant Program Agreement with the Florida Commission for the Transportation Disadvantaged. The Planning Grant Program Agreement provides the funding needed to provide staff services to the Coordinating Board.

Attachment

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CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution 2019-01, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 25th day of February, A.D., 2019.

WITNESS my hand this _____ day of _____, A.D., 2019.

Charles Chestnut, IV, Secretary/Treasurer

RESOLUTION NO. 2019-01

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE EXECUTION OF THE FISCAL YEAR 2019-20 TRANSPORTATION DISADVANTAGED PLANNING GRANT PROGRAM AGREEMENT WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED; PROVIDING AN EFFECTIVE DATE

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

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

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

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into the Fiscal Year 2019-20 Transportation Disadvantaged Planning Grant Program Agreement and to undertake a transportation disadvantaged service project, as authorized by Section 427.0159, Florida Statutes and Rule 41-2, Florida Administrative Code.

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

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into the above referenced grant agreement;
2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chair to execute the above referenced grant agreement on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the Florida Commission for the Transportation Disadvantaged;
3. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chair to sign any and all assurances, agreements or contracts that are required in connection with the agreement;
4. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to act in connection with the agreement and to provide such additional information as may be required by the Florida Commission for the Transportation Disadvantaged;

5. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any and all reimbursement invoices, warranties, certification and any other documents that may be required in connection with the agreement; and
6. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 25th day of February A.D., 2019.

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

Ken Cornell, Chair

ATTEST:

Charles Chestnut, IV, Secretary/Treasurer

APPROVED AS TO FORM

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



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February 18, 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.

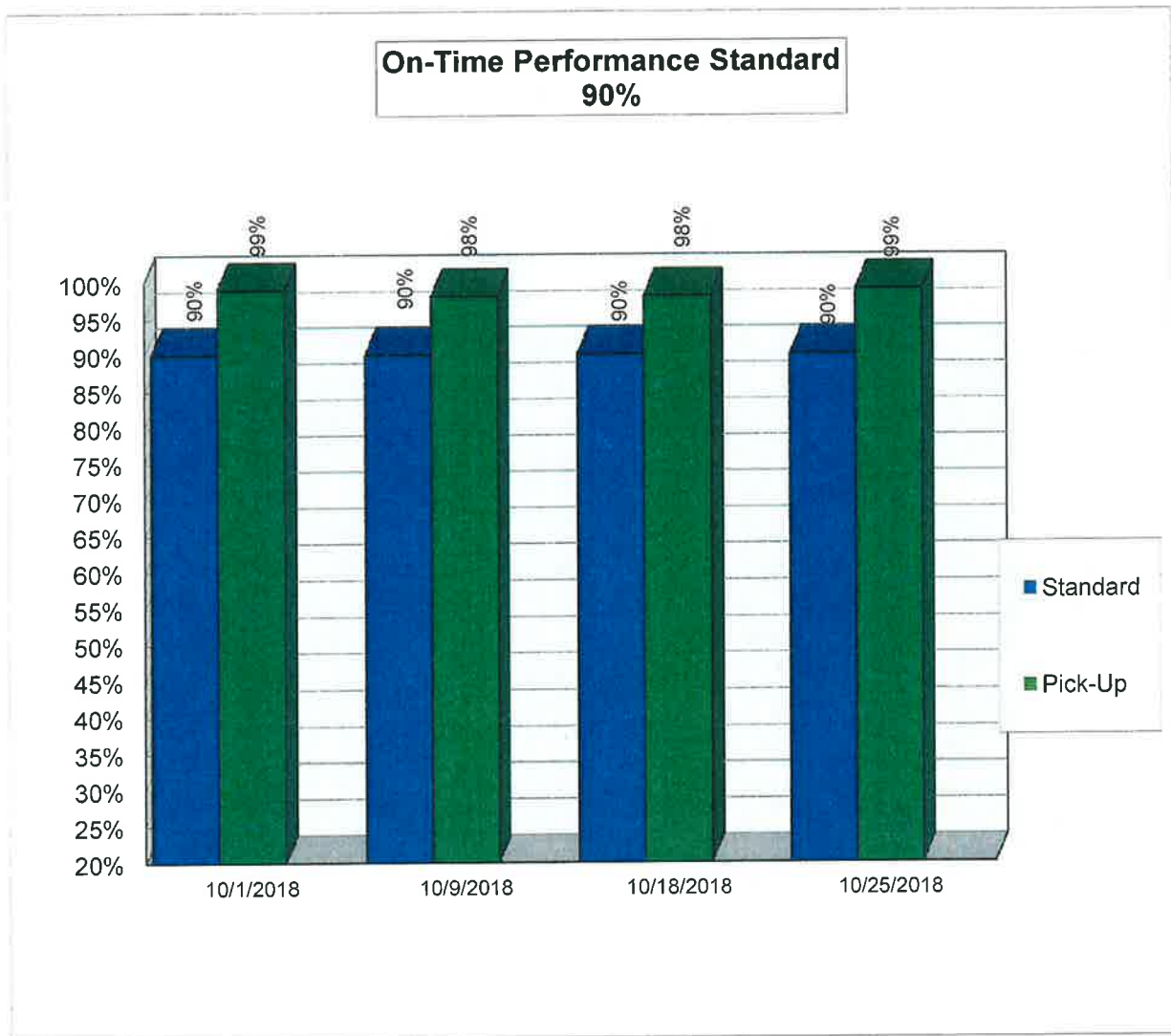
BACKGROUND

Attached are the October - December 2018 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

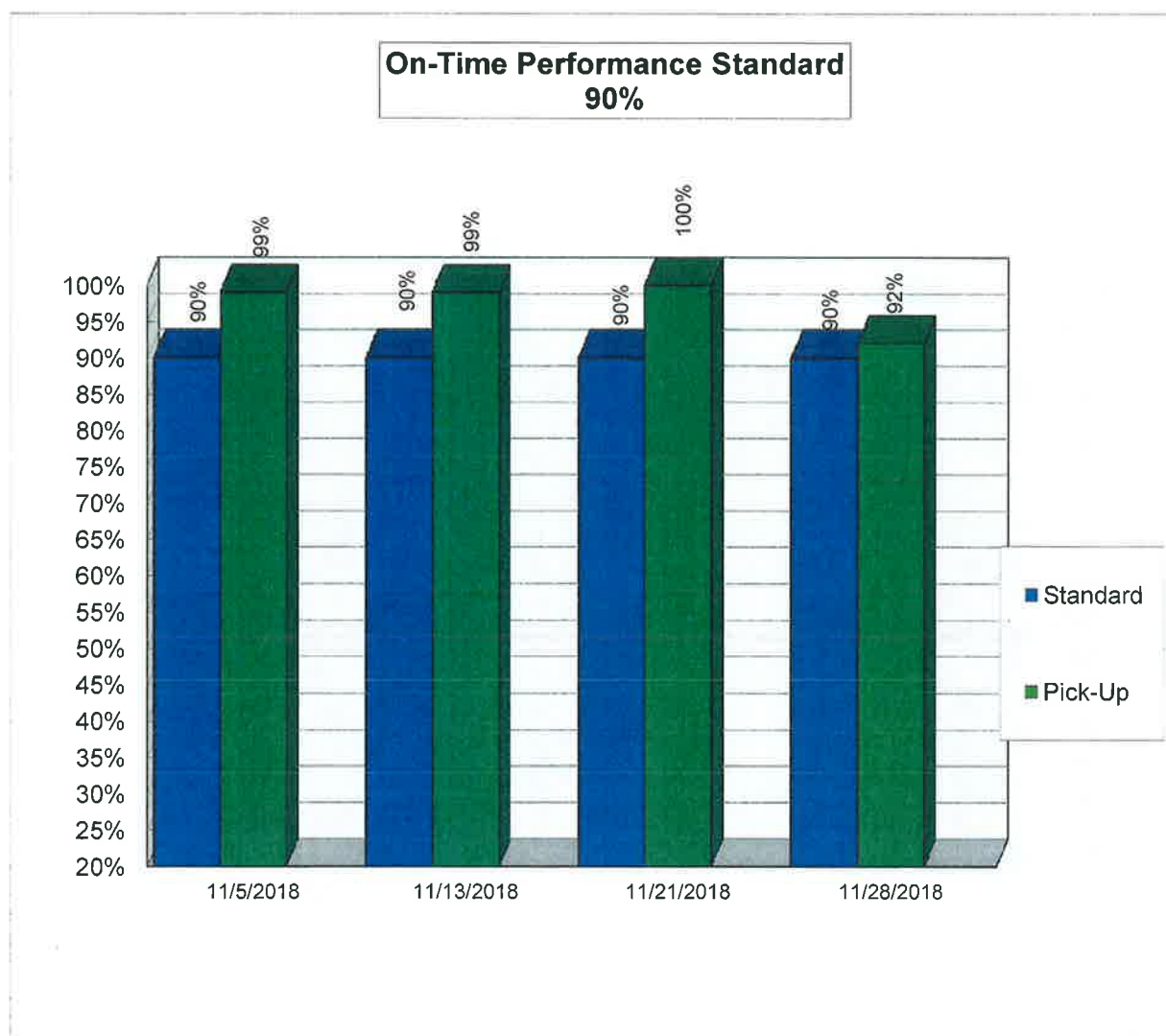
Attachments

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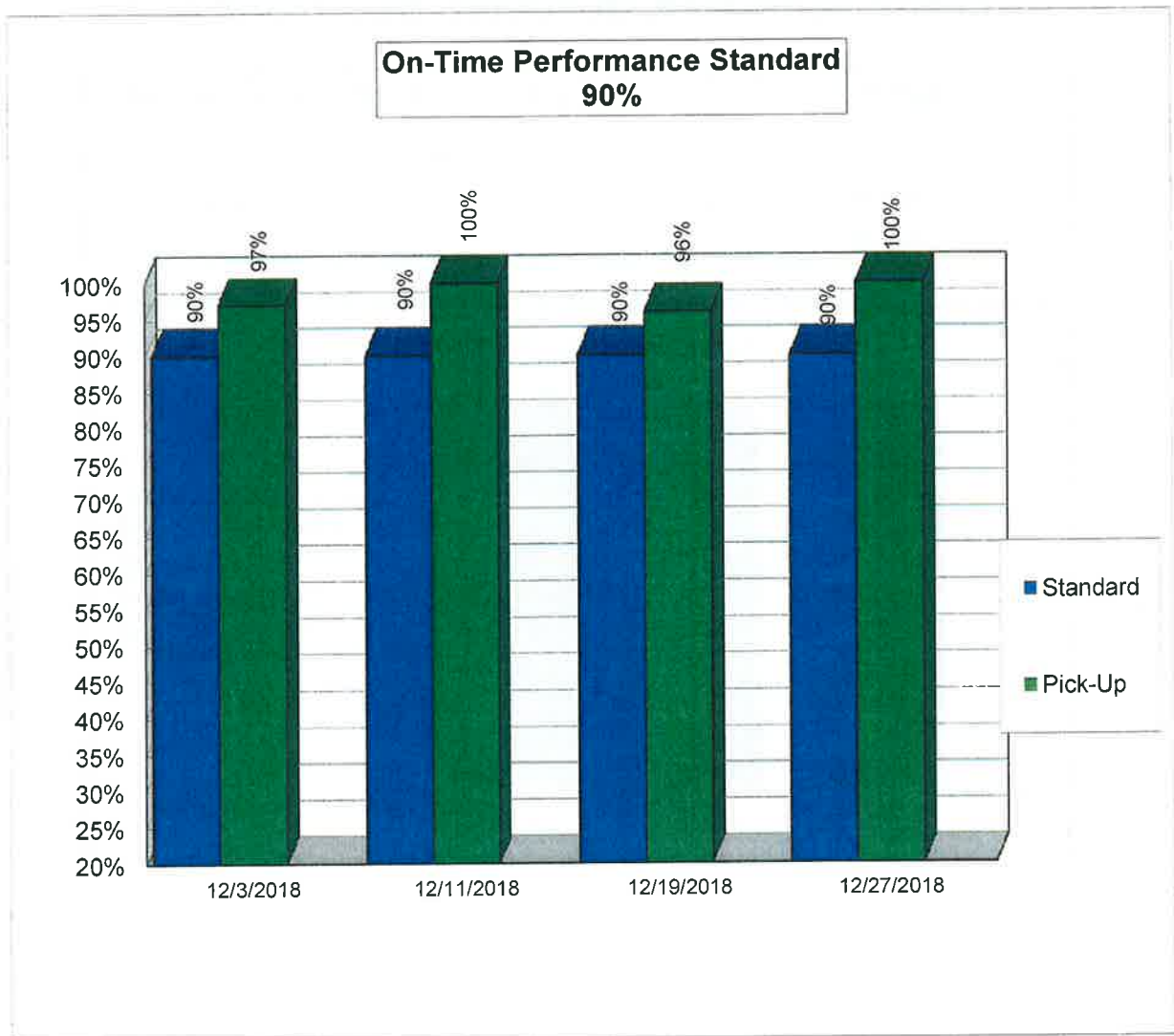
TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, OCTOBER 2018



TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, NOVEMBER 2018



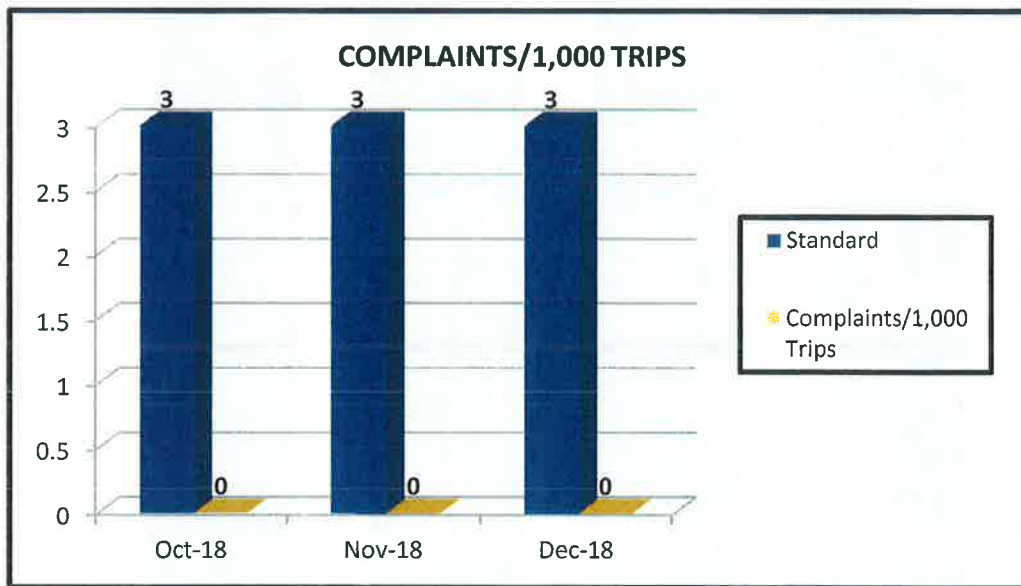
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, DECEMBER 2018**



TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, OCTOBER - DECEMBER 2018

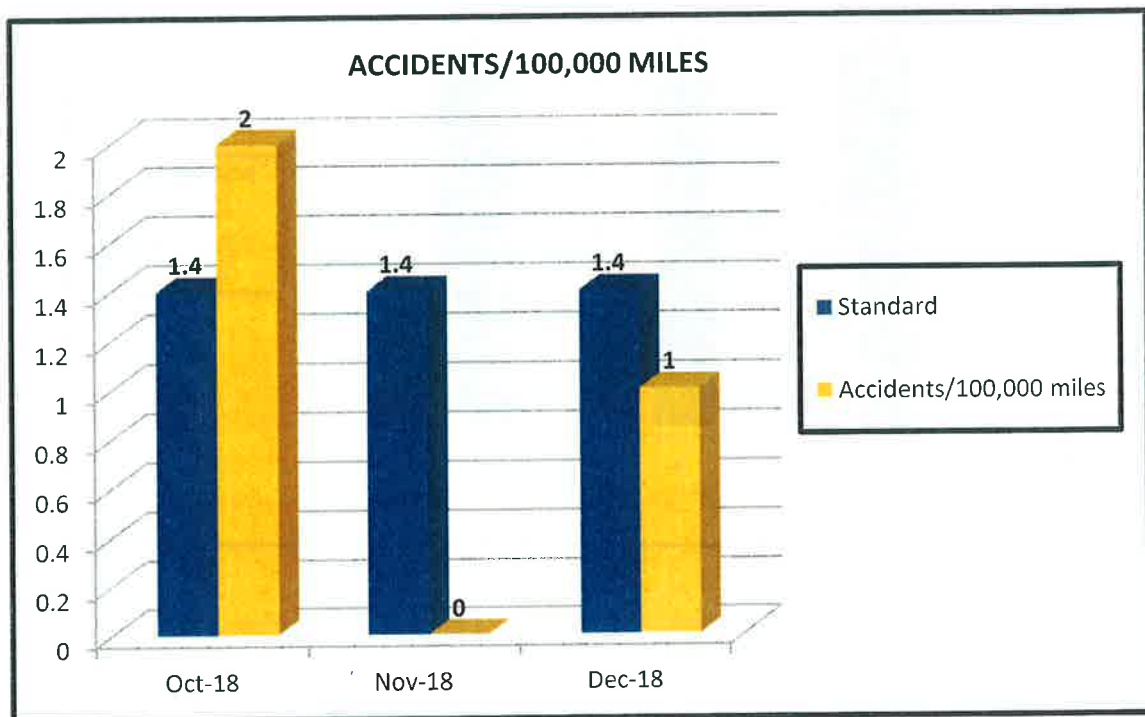
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Oct-18	3	0
Nov-18	3	0
Dec-18	3	0



TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

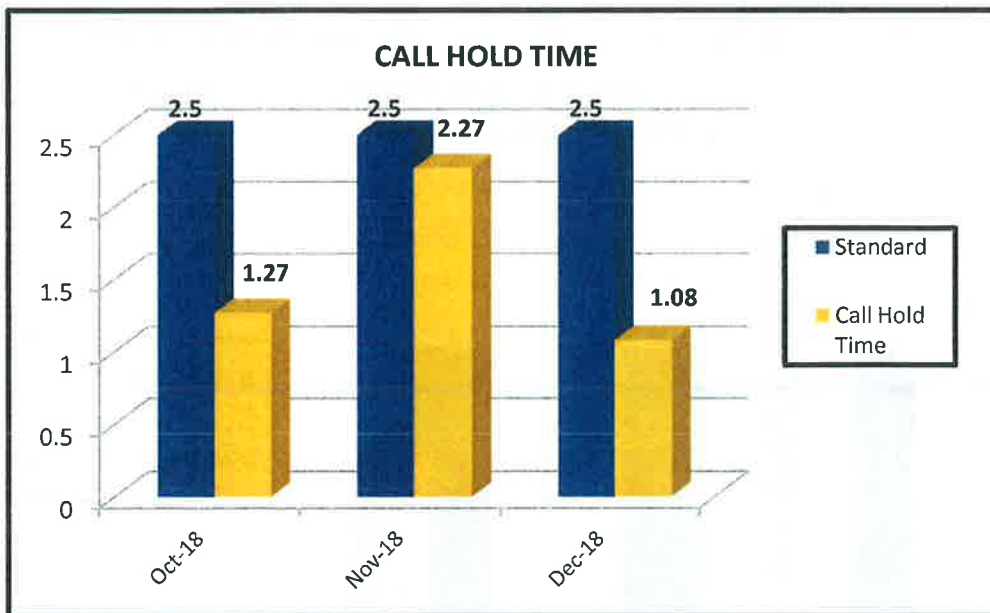
ALACHUA COUNTY OCTOBER - DECEMBER 2018

MONTH	STANDARD	PREVENTABLE ACCIDENTS/100,000 MILES
Oct-18	1.4	2
Nov-18	1.4	0
Dec-18	1.4	1



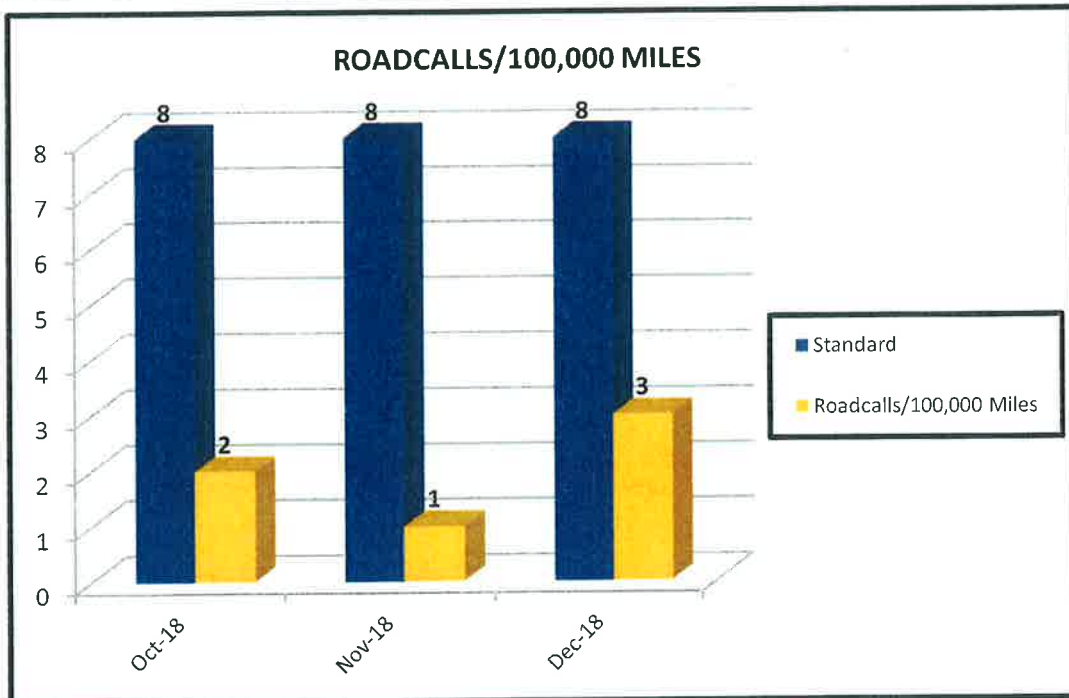
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, OCTOBER - DECEMBER 2018**

MONTH	STANDARD	CALL HOLD TIME
Oct-18	2.5	1.27
Nov-18	2.5	2.27
Dec-18	2.5	1.08



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, OCTOBER - DECEMBER 2018**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Oct-18	8	2
Nov-18	8	1
Dec-18	8	3



Meeting

Agenda

Enclosures




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February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Dr. Kermit Sigmon Citizen Participation Award - 2018

STAFF RECOMMENDATION

Present the Dr. Kermit Sigmon Citizen Participation Award to Dr. Charles "Charlie" E. Lane.

BACKGROUND

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


Previous Recipients	
1997- Ruth Sigmon	2008- Mike and Susan Wright
1998- Perry Maull	2009- Sharon Hawkey
1999- South West Alliance for Planning	2010- Mayor Mark Goldstein
2000- Var Heyl and Cindy Smith	2011- Ed Poppell
2001- Chandler Otis	2012- Scott Fox
2002- Gerry Dedenbach	2013- Thomas Hawkins
2003- Dr. Linda Crider	2014- Ron Cunningham
2004- Dan Burden	2015- Marlie Sanderson
2005- Julia Reiskind	2016- Gainesville Citizens for Active Transportation
2006- Dr. Ruth Steiner	2017- Joakim (Jay) B. Nordqvist
2007- Martin Gold	-



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February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Citizens Advisory Committee Vacant Positions

STAFF RECOMMENDATION

Fill one vacancy for a one-year term ending December 2019 and one vacancy for a two-year term ending December 2020 on the Citizens Advisory Committee.

BACKGROUND

There are currently two vacant positions on the Citizens Advisory Committee. One vacancy is due to attendance violation (Luis Diaz) with a remaining one-year term ending December 2019. One vacancy is due to a resignation (Peter Davis) with a remaining two-year term ending December 2020. There are two candidates for the two vacant positions as shown in Exhibit I.

Note- According to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bylaws, "no more than 20 percent of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area." No applicants reside outside the Gainesville Urbanized Area boundary. .

ATTACHED MATERIALS

Attached please find:

1. Exhibit I lists the names and occupations of current Citizens Advisory Committee members and applicants;
2. Exhibit II shows where current Citizens Advisory Committee members and applicants live; and
3. Current pool of applications.

CITIZENS ADVISORY COMMITTEE MEMBERSHIP - FLORIDA STATUTES 339.175(5)6 (e)1

"Each M.P.O. [Metropolitan Planning Organization] shall appoint a citizens' advisory committee, the members of which serve at the pleasure of the M.P.O. [Metropolitan Planning Organization]. The membership on the citizens' advisory committee must reflect a broad cross section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented."

CITIZENS ADVISORY COMMITTEE MEMBERSHIP BYLAWS

The Citizens Advisory Committee shall be composed of 15 members. No more than 20 percent of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area.

Citizens Advisory Committee members shall not be elected officials or Alachua County staff, City of Gainesville staff, including Regional Transit System staff, and North Central Florida Regional Planning Council staff directly involved in transportation planning.

Note: There is no policy regarding how many times a member may serve on the Committee.

VOTING PROCEDURE

The voting policy that was approved in October 2001 is to appoint Advisory Committee members by roll-call vote by voice and, when there are several vacant positions to fill, also fill out ballots and submit them to staff for tabulation.

In accordance with the Metropolitan Transportation Planning Organization Bylaws, Citizens Advisory Committee candidates not appointed to the Citizens Advisory Committee may serve as a Citizens Advisory Committee Designate during the year. Citizens Advisory Committee Designates will automatically fill any vacancy during the year.

Attachments

EXHIBIT I

CURRENT CITIZENS ADVISORY COMMITTEE TERMS OF APPOINTMENT

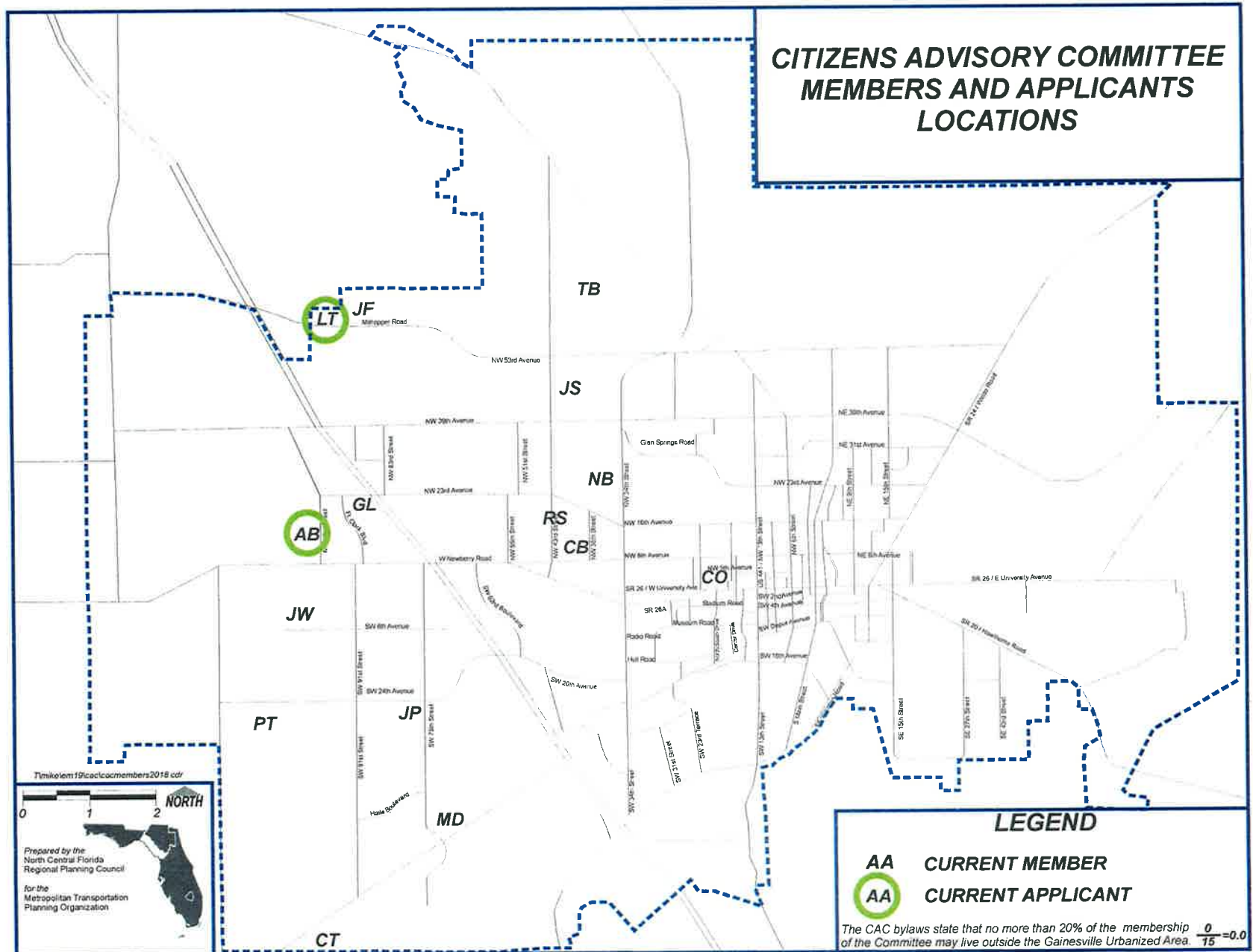
NAME	OCCUPATION	TENURE (In Years)	TERM EXPIRES
CURRENT MEMBERS			
Thomas Bolduc	Pharmacy Operations Manager	6.0	December, 2019
Nelle Bullock	Social Worker	10.5	December, 2019
John Pickett	Insurance	2.5	December, 2019
Paul Thur de Koos	Commercial Property Owner/Manager	2.0	December, 2019
VACANT	-	-	December, 2019
Craig Brashier	Planning Consultant	1.0	December, 2020
Gilbert Levy	Town of Tioga President	4.0	December, 2020
James Samec	Retired Police Officer	11.0	December, 2020
Chris Towne	Commercial Property Owner/Manager	2.0	December, 2020
VACANT	-	-	December, 2020
Mary Ann DeMatas	-	7.0	December, 2021
Jan Frentzen	General Contractor	22.0	December, 2021
Chandler Otis	Bicycle Mechanic, Sales Clerk	13.0	December, 2021
Ruth Steiner	University of Florida Professor	16.0	December, 2021
Joshua Williams	Broker, Land Developer	-	December, 2021
APPLICANTS*#~			
Alyssa Brown	Public Policy Advocate	-	
Luke Tia	Technical Assistance Provider	-	

~ Member or Applicant Living Outside Gainesville Urbanized Area Boundary

* Current Member Seeking Reappointment

Former Member Seeking Appointment

EXHIBIT II



METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE
APPLICATION

Please return to:

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
c/o North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

Date: 1.30.19

RECEIVED

FEB 05 2019

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

NAME ALYSSA BROWN
ADDRESS 1412 NW 98th Terrace
CITY/STATE/ZIP CODE Gainesville, FL 32606
EMAIL alysa@gainesvillechamber.com
TELEPHONE (HOME) 352.339.5550
(WORK) 352.334.7100
(CELL) 352.275.1356

HOW LONG A RESIDENT OF ALACHUA COUNTY? 4 YEARS

ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES NO X

OCCUPATION Vice President, Public Policy, Gainesville Chamber of Commerce

EDUCATION B.A., Florida State University, English

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

17+ years State-level & local-level public affairs & public relations
work in the areas of business, energy, economic development,
work force development, architecture & dental health.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

Recognition of Excellent Service, Florida Legislature, 2008

I will attend meetings in accordance with the adopted Bylaws of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. If at any time my business or professional interests conflict with the interests of this board or committee, I will not advocate for any projects or activities from which I may receive financial benefit. Should any business of this board or committee constitute a conflict of interest, I will declare a conflict of interest and submit a Conflict of Interest Form (Form 8B). Additional information on me may be secured from: (List three references - name, address, and telephone number)

Eric Godek, 300 E University Ave. 352-494-2830
K. Kinnon Thomas, 2210 Weber Hall, D.F. 352-294-1591
Deborah Bowie, 200 E University Ave 352-7129

Signature 

Additional information may be attached to this form

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE
APPLICATION

Please return to:

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
c/o North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

Date: 02/09/2019

RECEIVED

FEB 11 2019

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

NAME Luke Tia
ADDRESS 8214 NW 63rd PL
CITY/STATE/ZIPCODE Gainesville, FL 32653
EMAIL luketia@gmail.com
TELEPHONE (HOME) 352-376-8720
(WORK) _____
(CELL) 352-870-2735

HOW LONG A RESIDENT OF ALACHUA COUNTY? 29 YEARS
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES _____ NO x
OCCUPATION Technical Assistance Provider
EDUCATION M.A. in Urban and Regional Planning from UF, B.A. in Religion from Saint Leo University

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT
Master's in Urban and Regional Planning; former member of Bicycle and Pedestrian Advisory Board; intern for Gainesville

MTPO, Gainesville RTS, and FDOT - State Materials Office; Transportation Planner for Frontier MPO in Fort Smith, AR

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

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Thomas Hawkins; 408 NW 4th Avenue, Gainesville, FL 32601; 352-377-3141

Charles Holzschuher III; 5007 NE 39th Ave, Gainesville, FL 32609; 352-955-6341

Marlie Sanderson; 5132 NW 62 Terrace, Gainesville, FL 32653; 352-376-2299

Signature


Luke Tia

Additional information may be attached to this form



February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Year 2045 Long-Range Transportation Plan Update -
Draft Vision, Principles and Strategies

JOINT RECOMMENDATION

The Citizens Advisory Committee, Technical Advisory Committee, and staff recommend that the Metropolitan Transportation Planning Organization approve the draft Vision, Principles and Strategies (Exhibit 1) for the Year 2045 Long-Range Transportation Plan update.

BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

The Bicycle/Pedestrian Advisory Board recommends that the Metropolitan Transportation Planning Organization approve the draft Vision, Principles and Strategies for the Year 2045 Long-Range Transportation Plan update as shown in Exhibit 1, and that Strategy 2.1 be revised, as follows:

Strategy 2.1: Support projects that address safety performance targets and increase safety for all users with emphasis to bicyclists and pedestrians and their service animals.

BACKGROUND

Exhibit 2 is the adopted Year 2040 Long-Range Transportation Plan Update Vision, Principles and Strategies that are consistent with the federal requirements of the Moving Ahead for Progress in the 21st Century Act, including the eight planning factors and planning emphasis areas.

Since the adoption of the Year 2040 Long-Range Transportation Plan, federal requirements have been modified by the Fixing America's Surface Transportation Act that includes two additional planning factors (see Exhibit 3) and new planning emphasis areas (see Exhibit 4) for the transportation planning process.

The draft Year 2045 Vision, Principles and Strategies remain the same as the adopted 2040 Vision, Principles and Strategies with the exception of revisions shown in ~~strikeout~~/underlined text in Exhibit 5 to address:

- Fixing America's Surface Transportation Act requirements; and
- Advisory committee recommended revisions to strategies.

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

Year 2045 Long-Range Transportation Plan Update Draft 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.

Exhibit 2

Year 2040 Long-Range Transportation Plan 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 2040 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 and helped to guide 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.
- 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 increase safety for all users, such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities and late night transit services to deter drunk driving.
- Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
- Strategy 2.3: Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking facilities.
- Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.
- 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.

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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 multi-modal transportation 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.

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

Strategy 5.1: Construct park-and-ride lots, transit intermodal centers 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 building encroachment.

Exhibit 3

Fixing America's Surface Transportation Act 10 Planning Factors

- FACTOR 1 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- FACTOR 2 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and nonmotorized users;
- FACTOR 3 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the accessibility and mobility options available to people and for freight;
- FACTOR 4 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation, promote consistency between transportation improvements and State and local planned growth and economic development patterns and improve quality of life;
- FACTOR 5 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- FACTOR 6 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation;
- FACTOR 7 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system;
- FACTOR 8 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users;
- FACTOR 9 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- FACTOR 10 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance travel and tourism.

Note - The Moving Ahead for Progress in the 21st Century Act eight planning factors were supplemented with Factors 9 and 10 (shown in underline text) by the Fixing America's Surface Transportation Act.



Florida Planning Emphasis Areas-2018

The Florida Department of Transportation Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

Metropolitan Planning Organizations should consider the following topics when updating their Unified Planning Work Plan.

Rural Transportation Planning

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. Some rural communities in Florida face significant development pressures and need transportation investments to handle growing populations and economic activities. Others simply struggle to maintain their existing transportation system and with providing services to a spread-out community. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

Transportation Performance Measures

FHWA has finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. Collectively, the rules address challenges facing the transportation system, including: improving safety, maintaining the condition of the infrastructure, reducing traffic congestions, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. Progress towards meeting the targets will be reported through new and existing mechanisms. MPOs need to account in their UPWP for the effort necessary to satisfy the federal requirements. As MPOs and Florida DOT venture into this first round of target setting and adopting performance measures into our planning products, more emphasis will be placed on this topic area. The cooperative efforts of Florida's MPOs and DOT to insure this new planning tool will be effective and well-coordinated will need to be shown in the upcoming UPWPs.



ACES (Automated/Connected/Electric/Shared-use) Vehicles

According to the Federal Highway Administration, "Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/ AV usage."

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

Contact Information:

Mark Reichert, FDOT Administrator for Metropolitan Planning
850-414-4901
mark.reichert@dot.state.fl.us

Exhibit 5

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

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- Strategy 2.1: Support projects that address safety performance targets and increase safety for all users, ~~such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities and late night transit services to deter drunk driving.~~
- Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries ~~from common intersection crashes and lane departures.~~
- Strategy 2.3: Support projects that increase safety and security for all users of the non-motorized transportation system transit, ~~such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking facilities.~~
- Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services ~~in the event of scarcity.~~
- Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

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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.



February 18, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Intelligent Transportation System and Traffic Management System Update

STAFF RECOMMENDATION

Receive presentation.

BACKGROUND

At its June 25, 2018 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed Transportation Improvement Program projects. During this discussion, a member requested an update of the timeline and activity of the Intelligent Transportation System and Traffic Management System. Exhibit 1 shows a timeline of these programs and projects.

In addition, City of Gainesville staff will provide an update on Traffic Management Center activity. Exhibit 2 includes information provided by the City of Gainesville.

Attachments

EXHIBIT 1

Intelligent Transportation System, Traffic Management System and Transportation Regional Incentive Program Timeline

Date	MTPO Topic	Action
6/11/1998	ITS/Traffic Signal Master Plan	Requested Traffic Signal Master Plan Implementation
9/17/1998	List of Priority Projects	Traffic Signal Master Plan Implementation - Priority 4
9/9/1999	List of Priority Projects	Traffic Signal Master Plan Implementation - Priority 4
10/12/2000	List of Priority Projects	Traffic Signal Master Plan Implementation - Priority 4
8/16/2001	List of Priority Projects	Traffic Signal Master Plan Implementation - Priority 2
8/9/2002	List of Priority Projects	Traffic Signal Master Plan Implementation - Priority 2
2/3/2003	Traffic Signal Issues (SW 34 Street)	Gainesville Traffic Signal System presentation
8/14/2003	List of Priority Projects	Traffic Signal Master Plan Implementation - Priority 1
5/26/2004	ITS Consortium	Establishment of ITS Consortium
8/14/2003	List of Priority Projects	Traffic Signal Master Plan Implementation - Priority 1
12/9/2004	ITS Regional Architecture and Standards	Adopted ITS Regional Architecture and Standards
5/16/2005	Transportation Improvement Program	Four-Lane Arterial Connector Federal Earmark Project
8/30/2005	List of Priority Projects	Traffic Signal Master Plan Implementation - Priority 1
8/30/2005	Traffic Signal System	Requested Traffic Signal Master Plan Phasing and Costs
10/17/2005	Traffic Management System Cost Estimates	Scheduled Needs Plan/Cost Feasible Plan Public Hearing
10/17/2005	Transportation Regional Incentive Program	Received Presentation on TRIP funding
11/3/2005	2025 Needs Plan	Amended to Add Traffic Management System Project
11/3/2005	2025 Cost Feasible Plan	Adopted Traffic Management System as Priority 1
		Adopted SW 62 Boulevard Connector Federal Earmark Project
3/9/2006	TRIP Regional Partnership	Received Presentation on TRIP Partnership
3/9/2006	Gainesville Traffic Management System	Traffic Signal Master Plan Implementation Presentation
5/2/2006	Transportation Improvement Program	SW 62 Boulevard Connector - Planning and Right-Of-Way
6/15/2006	List of Priority Projects	Traffic Management System - Priority 1
6/15/2006	TRIP Grant Status	Received TRIP Grant Application Status Report
8/10/2006	TRIP Interlocal Agreement	Approved TRIP Interlocal Agreement
12/14/2006	Regional Transportation Plan Interlocal	Approved Revised TRIP Interlocal Agreement
12/14/2006	TRIP Executive Committee	Appointed Commissioners Mastrodicasa and Pinkoson
2/1/2007	TRIP Executive Committee meeting	Approval of Regional Transportation Plan
		Approval of TRIP Application
4/12/2007	Traffic Management System	Received Letter of Support from Congresswoman Brown
4/12/2007	TRIP Grant status	Received Report on TRIP Executive Committee Actions
5/31/2007	Transportation Improvement Program	Traffic Management System - Locally funded
5/31/2007	List of Priority Projects	Traffic Management System - Priority 1
10/11/2007	Traffic Management System	TRIP Funding Notification - Phases 1 and 2
5/29/2008	List of Priority Projects	SW 62 Boulevard Connector - Priority 1
11/13/2008	Interstate 75 ITS [Message Boards/Cameras]	Approval and Letter of Support of Interstate 75 ITS Application
11/13/2008	Traffic Management System	Installation Status Report
11/13/2008	SW 62 Boulevard Connector	Approval of Corridor Alignment/Interim Project Scope
12/11/2008	Transportation Improvement Program	Amended to Delete SW 62 Boulevard Connector Right-Of-Way
		Amended to Approve Interim Projects Construction*

EXHIBIT 1 (Continued)

Intelligent Transportation System, Traffic Management System and Transportation Regional Incentive Program Timeline

Date	MTPO Topic	Action
3/2/2009	SW 62nd Boulevard Connector	Approval of Corridor Bus Rapid Transit Alignment
6/8/2009	List of Priority Projects	SW 62 Boulevard Connector - TRIP Priority 1
6/8/2009	SW 62 Boulevard Connector	Approval of Interim Project 30 Percent Design
5/10/2010	List of Priority Projects	SW 62nd Boulevard Connector - Priority 1
10/27/2010	2035 Cost Feasible Plan	Adopted Interstate 75 ITS - Priority 1 Oaks Mall to Airport Bus Rapid Transit Feasibility Study
5/2/2011	List of Priority Projects	SW 62 Boulevard Connector - TRIP Priority 1 Traffic Management System Phase V (I-75) - ITS Priority 1
6/4/2012	List of Priority Projects	SW 62 Boulevard Connector - TRIP Priority 1 Traffic Management System Phase V (I-75) - ITS Priority 1
2/4/2013	I-75 ITS Update	Received Presentation
6/3/2013	List of Priority Projects	SW 62 Boulevard Connector - TRIP Priority 1 Traffic Management System Phase V (I-75) - ITS Priority 1
6/3/2013	Transportation Improvement Program	I-75 ITS Installation Marion Countyline to Archer Road
12/2/2013	TRIP SW 62 Connector/Executive Committee	Appointed Commissioners Bottcher and Pinkoson Recommended Approval of SW 62 Boulevard Connector
12/9/2013	<i>TRIP Executive Committee meeting</i>	<i>Approval of TRIP Application [4-Lane Roadway]</i>
4/14/2014	Transportation Improvement Program	Amended To Add SW 62 Boulevard Connector PD&E Study
6/2/2014	List of Priority Projects	SW 62 Boulevard Connector - TRIP Priority 1
8/3/2015	List of Priority Projects	SW 62 Boulevard Connector - TRIP Priority 1
10/5/2015	2035 Cost Feasible Plan	SW 62 Boulevard Connector - Priority 1 and 2 [STBG Funds]
12/14/2015	Transportation Improvement Program	Amended to Add US 441 ITS Message Boards
2/16/2016	<i>TRIP Executive Committee meeting</i>	<i>Approval of TRIP Application [2-Lane Interim Project]</i>
5/2/2016	SW 62 Boulevard Connector	Revised TRIP Application Submittal Notification
6/27/2016	FDOT I-75 ITS Application	Approved I-75 ITS Application Letter of Support
6/27/2016	List of Priority Projects	SW 62 Boulevard Connector - TRIP Priority 1
6/5/2017	List of Priority Projects	SW 62 Boulevard Connector - TRIP Priority 1
6/5/2017	Transportation Improvement Program	I-75 ITS Installation Countywide SW 62 Boulevard Connector Interim Project Right-Of-Way
6/25/2018	Draft List of Priority Projects	SW 62 Boulevard Connector - TRIP Priority 1
6/25/2018	Draft Transportation Improvement Program	SW 62nd Boulevard Connector Interim Project Construction
12/17/2018	FHWA Innovative Highway Program Grant	Receive Presentation
2/25/2019	ITS / Traffic Management System Update	Receive Presentation

FDOT - Florida Department of Transportation; FHWA - Federal Highway Administration; ITS - Intelligent Transportation System;
I-75 - Interstate 75; PD&E - Project Development and Environment; STBG - Surface Transportation Block Grant;
TIP - Transportation Improvement Program; TRIP- Transportation Regional Incentive Program

*Interim Projects - SW 20 Avenue Transit Superstop and SW 43 Street and SW 40 Boulevard Intersection Modifications
Italic text indicates TRIP Executive Committee activity.

Intelligent Transportation Systems
(ITS) and (TMS)
Traffic Management System

Gainesville.
MOBILITY

PAST
PRESENT
FUTURE



MTPO – February 2019 Update

Emmanuel Posadas, PE, PTOE

Past

- **1984.** Original Traffic Signal Master Plan was developed for the Gainesville Urban Area.
- **1987.** A Computerized Traffic Signal System was installed. System was based on command line, DOS based and copper communications (1200-2400 baud modems)
- **1997.** Study was performed to determine the future needs of the County
- **2007.** \$18.2M TMS/TRIP (Transportation Regional Incentive Program) funding for Countywide Traffic Management System.
- **2017.** Completion of TMS/TRIP



Gainesville.
MOBILITY

Present

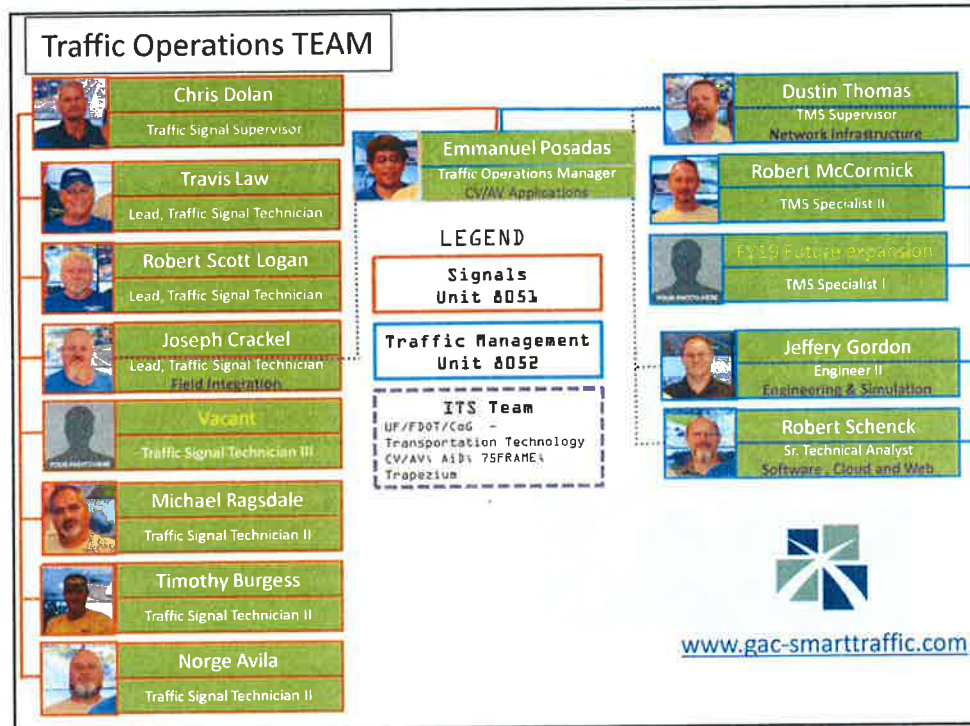
- 105+ miles of underground fiber optic with gigabit bandwidth
- 238+ Traffic Signals (98% Online)
- 41+ Active School Zones
- 14+ Active mid-block crossing (RRFB – Rapid Rectangular Flashing Beacon)
- Flashing Yellow Arrow at applicable left turns
- Visual Monitoring at all online intersections.
- Video Detection at 60+ Intersections



Future

- Conversion of signals to video detection
- Upgrade of Traffic Signal Controllers to "ATC". Advanced Traffic Signal Controllers
- Use of Data Analytics and on Demand Data Collection (ATSPM, BT-Travel Time, Video Analytics)
- V2I (Vehicle to Infrastructure) and CV (Connected Vehicle) technologies
- Sensor Fusion and Commercial Application integration





Signals – Traffic Operations



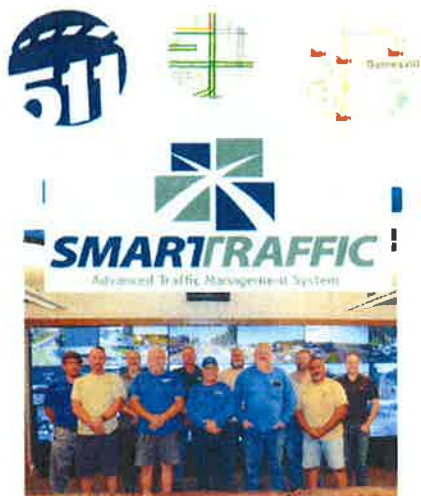
Provides Maintenance and Operations for:

- Traffic Signals and
- Connected and/or Electrified Traffic Control Devices,
- Supporting infrastructure (sensors, telematics, detection)
- Any Field Hardware and Infrastructure as it relates to Traffic Signals and Traffic Management

Partners include:

- Florida Department of Transportation
- Alachua County
- University of Florida
- Other Cities (Alachua, Archer, Hawthorne, High Springs, and Waldo)

Traffic Management System (TMS)



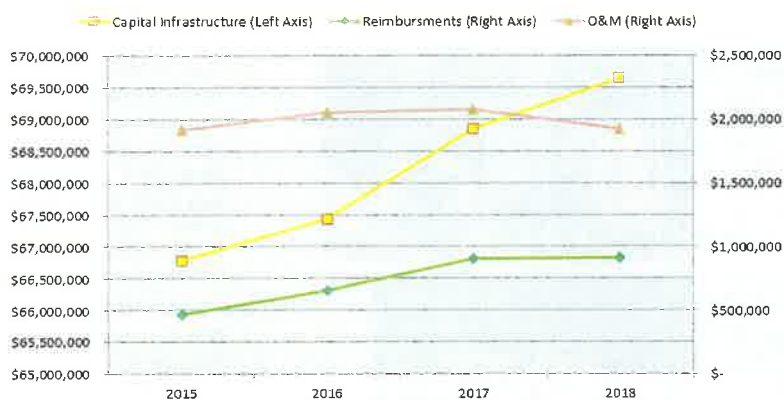
Provides Engineering and Technology for

- For Traffic Signals and underlying infrastructure of network and sensors
- County/City wide ITS(Intelligent Transportation Systems)/ATMS (Advance Traffic Management Systems) Infrastructure
- Fiber Optic Network, Servers, Applications, Enterprise Databases, Connectivity, Website and Traveler Information

Provides Additional Services for

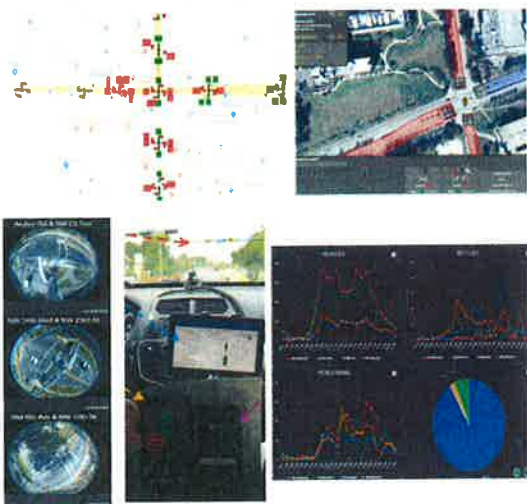
- Coordination with Statewide Traveler Information "FL511"
- Intelligence to law enforcement partners (Florida Highway Patrol, Alachua County Sheriff's Office, Gainesville Police)
- Major Event Traffic Management and Support (i.e Florida Gators Home Football Games)

Traffic Operations Resources



Year	Reimbursements (Right Axis)	Reimbursements Rate of Increase	Capital Infrastructure (Left Axis)	Capital Infrastructure Rate of Increase	Operating & Maintenance (Right Axis)	O&M Rate of Increase
2015	\$ 462,296	?	\$ 66,780,000	?	\$1,916,828	?
2016	\$ 656,806	42.07%	\$ 67,428,000	0.97%	\$2,054,206	7.17%
2017	\$ 901,599	37.27%	\$ 68,847,000	2.10%	\$2,073,834	0.96%
2018	\$ 914,716	1.45%	\$ 69,633,000	1.14%	\$1,919,617	-7.44%

Intelligent Transportation Systems (ITS) - Team



UF/ FDOT / CoG Testbed

- CV – Connected Vehicle (DSRC , 4G and 5G experiments)
- V2I – Vehicle to Infrastructure Technologies
- Sensor Fusion (Vision, Radar, Lidar, Radio experiments)
- **I-75 FRAME** – Regional Scale V2I project
- **Trapezium** - Vehicular Scale V2I project
- **FHWA AID** – Pedestrian Scale V2I project
- OEM , Manufacturing and Data Analytics partnerships

SCHEDULED 2019 MTPO AND COMMITTEE MEETING DATES AND TIMES

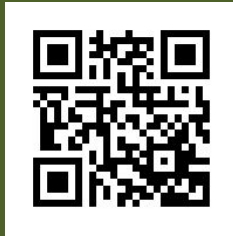
PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

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