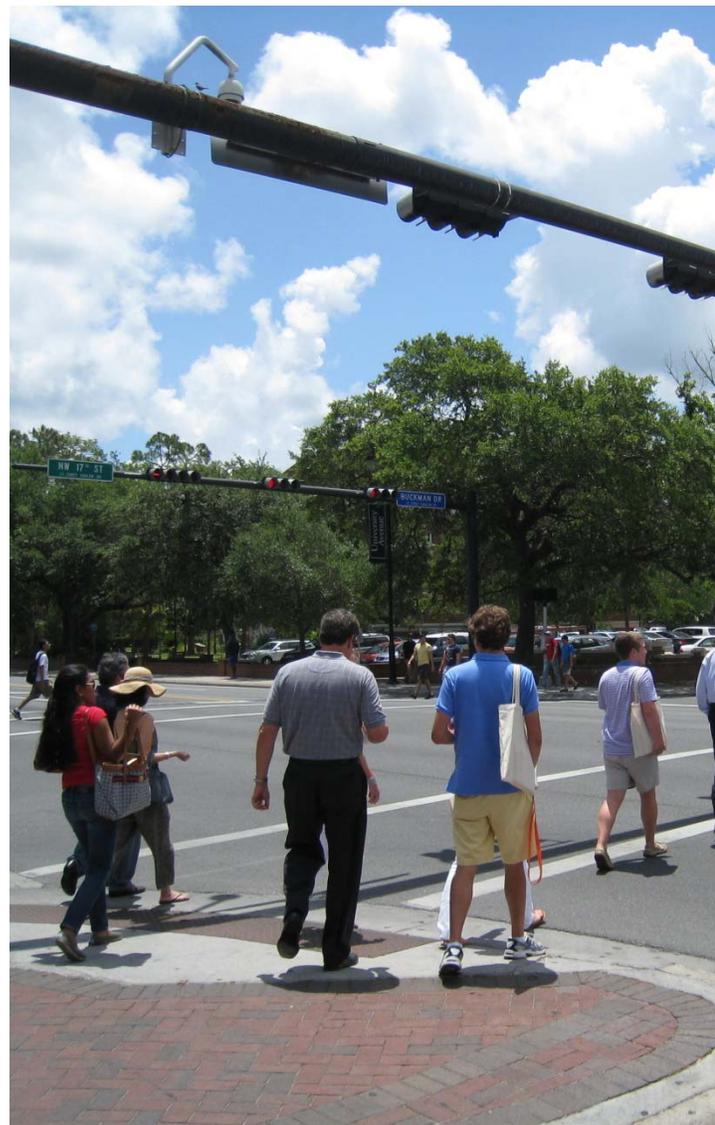


Meeting Packet

October 28, 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 -1603 • 352.955.2200

October 21, 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 **October 28, 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.
October 28, 2019

STAFF RECOMMENDATION

Page #3 **I. Approval of Meeting Agenda and Consent Agenda Items** **APPROVE BOTH AGENDAS**

The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.

Page #249 **II. Florida Department of Transportation Tentative Five-Year Work Program 2020-21 to 2024-25** **APPROVE JOINT RECOMMENDATION**

The Florida Department of Transportation has submitted its Tentative Work Program for review and comment.

Page #261 **III. Trail Town Program** **RECEIVE PRESENTATION**

The Florida Department of Environmental Protection will provide a presentation concerning the Trail Town Program.

IV. Bylaws Amendments -

Page #271 **A. Technical Advisory Committee Membership Composition** **APPROVE JOINT RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to amend its Bylaws to address the reorganization of transportation functions in the City of Gainesville Department of Mobility.

Page #275 **B. Rural Advisor Selection** **APPROVE STAFF RECOMMENDATION**

The City of Archer has requested that the Rural Advisor be an elected official.

V. Next Meeting

NO ACTION REQUIRED

The next Metropolitan Transportation Planning Organization meeting is scheduled for December 16, 2019 at 5:00 p.m.

VI. Comments

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

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

*No backup material included with the attached agenda material.



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

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

**3:00 p.m.
October 28, 2019**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - August 26, 2019 APPROVE MINUTES**

This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #23 CA. 2 Resolution 2019-04 - APPROVE RESOLUTION AND
Revised Section 5305(d) Grant Application and AUTHORIZE SIGNATURES
Amendment to the Public Transportation Agreement**

The Metropolitan Transportation Planning Organization has submitted a revised grant application to account for an increase in its Federal Transit Administration Section 5305(d) funding allocation and needs to approve a resolution for and authorize the Chair to sign the Amendment to the Public Transportation Agreement in order to receive the funds.
- Page #43 CA. 3 Unified Planning Work Program Amendment - APPROVE AMENDMENT AND
Revised Section 5305(d) Grant Funding AUTHORIZE SIGNATURES**

The Metropolitan Transportation Planning Organization has been awarded an increase in its Federal Transit Administration Section 5305(d) funding allocation and needs to amend its Unified Planning Work program in order to receive the funds.
- Page #63 CA. 4 Transportation Alternatives Program/ APPROVE JOINT
Safe Routes to School/Shared-Use Nonmotorized Trail RECOMMENDATION
Application Notices**

The Florida Department of Transportation has notified agencies concerning the Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail grant application cycles.
- Page #139 CA. 5 Selection of Auditor for Fiscal Year 2018-19, APPROVE AUDIT COMMITTEE
Fiscal Year 2019-20 and Fiscal Year 2020-21 RECOMMENDATION**

The recommended auditor for the next three years is Powell and Jones, Certified Public Accountants.
- Page #141 CA. 6 Engagement Letter for Fiscal Year 2018-19 Audit APPROVE STAFF
RECOMMENDATION**

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

Page #151 CA. 7 Proposed Amended Budget for Fiscal Year 2018-19 APPROVE STAFF RECOMMENDATION

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

Page #155 CA. 8 List of Priority Projects Amendment APPROVE JOINT RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to amend its List of Priority Projects in order for Alachua County and the City of Gainesville to prepare proposed bicycle/pedestrian grant applications.

Page #159 CA. 9 U.S. Highway 441 (West 13th Street) Status Report - APPROVE STAFF RECOMMENDATION
Community Workshop Update and Speed Study Report/
Other State Highway System Projects Update

The Metropolitan Transportation Planning Organization hosted a community workshop concerning U.S. Highway 441 (West 13th Street) transportation issues and received a speed study report from the Florida Department of Transportation that evaluated the speed limit on U.S. Highway 441 across Paynes Prairie and an update on other State Highway System projects.

Page #219 CA. 10 Alachua County Bicycle/Pedestrian Plan - FOR INFORMATION ONLY
Status Report

The Florida Department of Transportation has responded to a request for participation and coordination for the proposed bicycle/pedestrian plan and the University of Florida has responded to a request for coordination and \$20,000 in funding for the proposed bicycle/pedestrian plan.

Page #225 CA. 11. MV Transportation, Inc. FOR INFORMATION ONLY
Grant Application Update

Since its August 26, 2019 meeting in which the Metropolitan Transportation Planning Organization received a report concerning Homeless Resident Bus Pass grant applications, Regional Transit System staff has reported that MV Transportation, Inc. has received a grant award for access to Santa Fe College.

Page #235 CA. 12 Florida Metropolitan Planning Organization NO ACTION REQUIRED
Advisory Council - Legislative Priorities and Policy Positions

The Florida Metropolitan Planning Organization Advisory Council has adopted a series of legislative priorities and policy positions for the 2020 Florida Legislative Session.

Page #241 CA. 13 Transportation Disadvantaged Program - NO ACTION REQUIRED
Status Report

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

August 26, 2019
3:00 p.m.

MEMBERS PRESENT

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

MEMBERS ABSENT

Mike Byerly
Robert Hutchinson
Doug Jones
Helen Warren

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

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

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Cornell asked for approval of the meeting agenda and consent agenda. He noted that staff has provided an additional item for the Consent Agenda.

Scott Koons, Executive Director, recommended adding Consent Agenda item CA.8 State Road 24 (Archer Road) at SW 23rd Terrace Traffic Signal Update Revision Request - Florida Department of Transportation Response.

MOTION: Commissioner Chestnut moved to:

- 1. Approve the Consent Agenda as amended to add CA.8 State Road 24 (Archer Road) at SW 23rd Terrace Traffic Signal Update Revision Request - Florida Department of Transportation Response and**
- 2. Approve the Meeting Agenda.**

Commissioner Wheeler seconded.

FRIENDLY AMENDMENT:

A member requested item CA. 4 Regional Transit System Transit Development Plan - Status Report be placed on the Meeting Agenda.

Chair Cornell stated that this item would be placed after item IV. U.S. Highway 441 (SW 13th Street) Design Workshop.

FRIENDLY AMENDMENT:

A member requested item CA.5 Alachua County Letter to City of Gainesville - Local Match Participation for Homeless Resident Bus Pass Grant Application be placed on the Meeting Agenda.

Chair Cornell stated that this item would be placed after item CA. 4 Regional Transit System Transit Development Plan - Status Report.

MOTION AS AMENDED:

Commissioner Chestnut moved to:

- 1. Approve the Consent Agenda as amended to:**
 - A. Place CA.4 Regional Transit System Transit Development Plan - Status Report and CA.5 Alachua County Letter to City of Gainesville - Local Match Participation for Homeless Resident Bus Pass Grant Application on the Meeting Agenda; and**
 - B. Add CA.8 State Road 24 (Archer Road) at SW 23rd Terrace Traffic Signal Update Revision Request - Florida Department of Transportation Response; and**
- 2. Approve the Meeting Agenda as amended to:**
 - A. Place CA.4 Regional Transit System Transit Development Plan - Status Report on the Meeting Agenda after item IV. U.S. Highway 441 (SW 13th Street) Design Workshop; and**
 - B. Place CA. 5 Alachua County Letter to City of Gainesville - Local Match Participation for Homeless Resident Bus Pass Grant Application on the Meeting Agenda after item CA.4 Regional Transit System Transit Development Plan - Status Report.**

Commissioner Wheeler seconded; motion passed unanimously.

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

Mr. Koons stated that the Florida Department of Transportation has requested an amendment to the Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program to roll forward the following projects within the Gainesville Metropolitan Area:

- Interstate 75 Interchange Modification at State Road 24 (Archer Road) [4230714];
- State Road 222 (NW 39 Avenue) at NW 10 Street Special Survey [4286821];
- Interstate 75 Resurfacing from South of State Road 222 to North of U.S. Highway 441 [4288031];
- SW 27 Street Bike Path/Trail from State Road 331 (Williston Road) to SW 35th Place [4339891];
- State Road 24 (Archer Road) Four-Laning Project, Development and Environmental Study [4345591];
- State Road 26 (Newberry Road) Add Turnlanes from Tower Road to NW 69th Terrace [4373541];
- State Road 226 (SW 16 Avenue) Streetlighting from State Road 24 (Archer Road) to SW 6 Street [4398071];
- Alachua Countywide Intelligent Transportation System Devices at various locations [4408981];
- Regional Transit System Section 5307 Formula Grant Operating Assistance [2155461];
- Regional Transit System Section 5307 Formula Grant Capital Assistance [4040261];
- Regional Transit System Service Development [4330761];
- Regional Transit System Section 5339 Operating Assistance [4415201]; and
- Regional Transit System Section 5339(c) No-Lo Emissions Vehicle Purchases [4428871].

MOTION: Commissioner Chestnut moved to approve the amendment to the Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program to roll forward funding into Fiscal Year 2019-20 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1. Commissioner Ward seconded. Mr. Koons conducted a show-of-hands vote.

City Member	Yes	No	County Member	Yes	No
David ARREOLA	X				
			Charles CHESTNUT IV	X	
Adrian HAYES-SANTOS	X				
Gail JOHNSON	X				
Lauren POE	X				
Gigi SIMMONS	X				
Harvey WARD	X				
			Marihelen WHEELER	X	
			Ken CORNELL	X	
Totals	6	0		3	0

Motion passed.

III. ALACHUA COUNTYWIDE BICYCLE MASTER PLAN UPDATE REFERRAL

Mr. Koons stated that the Metropolitan Transportation Planning Organization, at its April 22, 2019 meeting, received a request from the Alachua County Board of County Commissioners to consider updating the Alachua Countywide Bicycle Master Plan. He said the Metropolitan Transportation Planning Organization referred scoping and funding mechanisms to update the Alachua Countywide Bicycle Master Plan to its advisory committees. He also stated that the Metropolitan Transportation Planning Organization, at its June 24, 2019 meeting, approved the List of Priority Projects that includes an update of the Alachua Countywide Bicycle Master Plan as priority number 4. He reported the joint advisory committee recommendations and the additional Bicycle/Pedestrian Advisory Board recommendation.

MOTION: Commissioner Hayes-Santos moved the preparation of an Alachua Countywide Bicycle/Pedestrian Plan to:

- **Request coordination among Alachua County, all the municipalities within Alachua County, Florida Department of Transportation and the University of Florida;**
- **Request funding participation from Alachua County in the amount of \$40,000, City of Gainesville in the amount of \$40,000 and the University of Florida in the amount of \$20,000 for an estimated \$100,000 budget;**
- **Appoint an Alachua Countywide Bicycle/Pedestrian Plan Project Steering Committee consisting of the:**
 - **Alachua County Manager or designee;**
 - **Alachua County Transportation Disadvantaged Coordinating Board Vice-Chair;**
 - **City of Gainesville Manager or designee;**
 - **Bicycle/Pedestrian Advisory Board Chair;**
 - **Citizens Advisory Committee Chair;**
 - **University of Florida President or designee; and**
 - **Florida Department of Transportation Liaison;**
- **Have the Project Steering Committee develop a scope for the development of an Alachua Countywide Bicycle/Pedestrian Plan;**
- **Contract with a consultant to develop the plan; and**

- **Include in the plan a focus on bicycle and pedestrian facility gap assessment and prioritization of future bicycle and pedestrian facilities.**

Commissioner Wheeler seconded. Motion passed unanimously.

IV. U.S. HIGHWAY 441 (SW 13TH STREET) DESIGN WORKSHOP

Mr. Koons stated that the Metropolitan Transportation Planning Organization, at its June 24, 2019 meeting:

- *Approved the List of Priority Projects that included the extension of the U.S. Highway 441 (West 13th Street) Multimodal Emphasis Corridor study to be from State Road 331 (Williston Road) to NW 23rd Avenue; and*
- *Received a status report concerning the implementation of the SW 13th Street Charrette recommendations.*

He also stated that a member suggested a workshop concerning redesign of the U.S. Highway 441 (SW 13th Street) corridor. He reported the advisory committee recommendations and answered questions.

MOTION: Commissioner Simmons moved to:

- **Retain a Multimodal Emphasis Corridor Study in the Year 2045 Long-Range Transportation Plan Needs Plan for evaluation in the Cost Feasible Plan with endpoints from State Road 331 (Williston Road) to NW 23rd Avenue; and**
- **Request the Florida Department of Transportation to:**
 - **Revisit the context classification for U.S. Highway 441 (SW 13th Street) from south of State Road 331 (Williston Road) to State Road 24 (Archer Road) to change from the classification from C3C Suburban Commercial to C4 Urban General; and**
 - **Consider funding the State Road 26 (University Avenue) Multimodal Emphasis Corridor projects in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan.**

Commissioner Chestnut seconded. Motion passed unanimously.

CA.4 REGIONAL TRANSIT SYSTEM TRANSIT DEVELOPMENT PLAN - STATUS REPORT

Mr. Koons discussed the Regional Transit System Transit Development Plan update and introduced Jesus Gomez, Regional Transit System Director.

Mr. Gomez announced a Gainesville City Commission workshop is scheduled for September 3, 2019. He introduced Randall Farwell, Project Manager, Tindale-Oliver and Associates.

Mr. Farwell discussed the Transit Development Plan update and answered questions.

A member requested Transit Development Plan information.

Malisa McCreedy, Gainesville Mobility Department Director, stated that the information would be provided to the Metropolitan Transportation Planning Organization.

CA.5 ALACHUA COUNTY LETTER TO CITY OF GAINESVILLE - LOCAL MATCH
PARTICIPATION FOR HOMELESS RESIDENT BUS PASS GRANT APPLICATION

Mr. Gomez stated that the Regional Transit System was not awarded a grant for bus passes for homeless residents, such as the Grace Marketplace residents. He said the MV Transportation, Inc. is reapplying for the grant.

V. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for October 28, 2019 at 3:00 p.m.

VI. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member discussed instreet parking on State Road 20 (NW 8th Avenue) between NW 6th Street and North Main Street.

A member discussed safe access across State Road 121 (NW 34th Boulevard) adjacent to the Pine Ridge Subdivision.

MOTION: Commissioner Ward moved to refer the issue of safe access from the Pine Ridge Subdivision to activity centers such as the WalMart, Senior Center and Northwood Park to its advisory committees. Commissioner Simmons seconded; motion passed unanimously.

B. CITIZENS

There were no Citizens Comments.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 3:45 p.m.

Date

Charles Chestnut IV, Secretary/Treasurer

EXHIBIT A

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
Randall Farwell Melanie Wells	Chris Dawson Sylvia Torres	Jesus Gomez Deborah Leistner Malisa McCreedy	None

* Via telephone
Spoke and provided written comments

t:\mike\em20\mtpo\minutes\aug26min.doc



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

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

**3:00 p.m.
August 26, 2019**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - June 24, 2019 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #19 CA. 2 Fiscal Year 2019-20 Budget ADOPT BUDGET**
This budget establishes revenue and expenditure levels for the fiscal year.
- Page #23 CA. 3 Florida Multi-Use Corridors of Regional Economic Significance - Status Report FOR INFORMATION ONLY**
The Florida Department of Transportation has appointed members to the Suncoast Connector Task Force and established a website for the corridor projects.
- Page #57 CA. 6 Hydrological Aspects of Raising U.S. Highway 441 Across Paynes Prairie Referral - Joint Water Policy Committee Response NO ACTION REQUIRED**
The Joint Water Policy Committee has responded to the referral concerning the Hydrological Aspects of Raising U.S. Highway 441 Across Paynes Prairie report.
- Page #61 CA. 7 Transportation Disadvantaged Program - Status Report FOR INFORMATION ONLY**
The Metropolitan Transportation Planning Organization has requested regular status reports concerning this program.
- Handout CA. 8 State Road 24 (Archer Road) at SW 23rd Terrace Traffic Signal Update Revision Request - Florida Department of Transportation Response FOR INFORMATION ONLY**
The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization request to advance State Road 24 (Archer Road) at SW 23rd Terrace Traffic Signal Update.

EXHIBIT A

EXHIBIT 1

PAGE 1
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MBRMPOTP

HIGHWAYS

ITEM NUMBER:207798 6 PROJECT DESCRIPTION:SR45/US27/US41 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RIGHT OF WAY ACTIVITIES
ROADWAY ID:26030000 PROJECT LENGTH: 1.073MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	500	0	0	0	0	0	500
LF	90,819	0	0	0	0	0	0	90,819
SN	0	1,546	0	0	0	0	0	1,546
TOTAL 207798 6	90,819	2,046	0	0	0	0	0	92,865
TOTAL PROJECT:	90,819	2,046	0	0	0	0	0	92,865

ITEM NUMBER:423071 4 PROJECT DESCRIPTION:I-75 (SR93)@ SR24 (ARCHER RD) *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:INTERCHANGE - ADD LANES
ROADWAY ID:26260000 PROJECT LENGTH: .386MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,001	0	0	0	0	0	1,001
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	1,239,381	0	0	0	0	0	0	1,239,381
DIH	54,585	1,475	0	0	0	0	0	56,060
DS	37,116	0	0	0	0	0	0	37,116
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	3,484	0	0	0	0	0	0	3,484
DS	1,032	0	0	0	0	0	0	1,032
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	104,994	0	0	0	0	0	0	104,994
DDR	78,250	0	0	0	0	0	0	78,250
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	7,210,708	125,650	0	0	0	0	0	7,336,358
DDR	106,628	0	0	0	0	0	0	106,628
DI	77,042	0	0	0	0	0	0	77,042
DS	579,080	0	0	0	0	0	0	579,080
NPP	189,190	0	0	0	0	0	0	189,190
TOTAL 423071 4	9,681,490	128,126	0	0	0	0	0	9,809,616
TOTAL PROJECT:	9,681,490	128,126	0	0	0	0	0	9,809,616

ITEM NUMBER:426838 1 PROJECT DESCRIPTION:SR121 FROM: NW 169 PL TO: NW 177 AVE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:SPECIAL SURVEYS
ROADWAY ID:26100000 PROJECT LENGTH: .430MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	243	1,001	0	0	0	0	0	1,244
DS	6,651	0	0	0	0	0	0	6,651
TOTAL 426838 1	6,894	1,001	0	0	0	0	0	7,895
TOTAL PROJECT:	6,894	1,001	0	0	0	0	0	7,895

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER:433357 1 PROJECT DESCRIPTION:SW 170TH STREET FROM: S OF SW 147TH AVE TO: SW 128TH PLACE TYPE OF WORK:SIDEWALK *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
ROADWAY ID:26620000 PROJECT LENGTH: 1.180MI

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACTA	11,980	0	0	0	0	0	0	11,980
TALT	350,052	4,209	0	0	0	0	0	354,261
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	12,390	0	0	0	0	0	0	12,390
TOTAL 433357 1	374,422	4,209	0	0	0	0	0	378,631
TOTAL PROJECT:	374,422	4,209	0	0	0	0	0	378,631

ITEM NUMBER:433890 1 PROJECT DESCRIPTION:SR20 OVERPASS @ US301 TYPE OF WORK:LANDSCAPING *SIS*
DISTRICT:02 COUNTY:ALACHUA LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
ROADWAY ID:26080000 PROJECT LENGTH: .587MI

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	1,847	2,102	0	0	0	0	0	3,949
TOTAL 433890 1	1,847	2,102	0	0	0	0	0	3,949
TOTAL PROJECT:	1,847	2,102	0	0	0	0	0	3,949

ITEM NUMBER:433989 1 PROJECT DESCRIPTION:SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE TYPE OF WORK:BIKE PATH/TRAIL *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
ROADWAY ID:26900003 PROJECT LENGTH: .696MI

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
TALL	104,461	0	0	0	0	0	0	104,461
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	1,106	1,765	0	0	0	0	0	2,871
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	27,804	0	0	0	0	0	0	27,804
TALL	74,911	0	0	0	0	0	0	74,911
TALT	341,308	0	0	0	0	0	0	341,308
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	3,413	5,000	0	0	0	0	0	8,413
TALT	381	2,869	0	0	0	0	0	3,250
TOTAL 433989 1	553,384	9,634	0	0	0	0	0	563,018
TOTAL PROJECT:	553,384	9,634	0	0	0	0	0	563,018

HIGHWAYS

ITEM NUMBER:433990 1 PROJECT DESCRIPTION:POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:26511000 PROJECT LENGTH: 3.462MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	500	0	0	0	0	0	500
TOTAL 433990 1	0	500	0	0	0	0	0	500
TOTAL PROJECT:	0	500	0	0	0	0	0	500

ITEM NUMBER:434321 1 PROJECT DESCRIPTION:SR20 (NW 1ST AVE) FROM NW 9TH STREET TO US441 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26020064 PROJECT LENGTH: 1.188MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	62,136	0	0	0	0	0	0	62,136
DS	45,851	0	0	0	0	0	0	45,851
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	801,342	0	0	0	0	0	0	801,342
DIH	1,335	17,618	0	0	0	0	0	18,953
DS	5,613	0	0	0	0	0	0	5,613
TOTAL 434321 1	916,277	17,618	0	0	0	0	0	933,895
TOTAL PROJECT:	916,277	17,618	0	0	0	0	0	933,895

ITEM NUMBER:434322 1 PROJECT DESCRIPTION:SR20(US27) FROM COLUMBIA C/L TO NW 9TH STREET *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26040000 PROJECT LENGTH: 1.675MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	95,457	0	0	0	0	0	0	95,457
DS	58,002	0	0	0	0	0	0	58,002
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,087,291	0	0	0	0	0	0	1,087,291
DIH	3,336	26,702	0	0	0	0	0	30,038
DS	33,474	0	0	0	0	0	0	33,474
TOTAL 434322 1	1,277,560	26,702	0	0	0	0	0	1,304,262
TOTAL PROJECT:	1,277,560	26,702	0	0	0	0	0	1,304,262

ITEM NUMBER:434559 1 PROJECT DESCRIPTION:SR24 (ARCHER RD) FROM US27A/BRONSON TO SW 75TH ST/TOWER RD *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:26090000 PROJECT LENGTH: 10.188MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	80,058	0	0	0	0	0	0	80,058
DIH	18,817	14,182	0	0	0	0	0	32,999

HIGHWAYS

DS	7,021	0	0	0	0	0	0	7,021
TOTAL 434559 1	105,896	14,182	0	0	0	0	0	120,078
TOTAL PROJECT:	105,896	14,182	0	0	0	0	0	120,078

ITEM NUMBER: 437354 1 PROJECT DESCRIPTION: SR26 (NEWBERRY RD) FROM NW 75TH ST TO NW 69TH TERRACE *SIS*
DISTRICT: 02 COUNTY: ALACHUA TYPE OF WORK: ADD TURN LANE(S)
ROADWAY ID: 26070000 PROJECT LENGTH: .568MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	116	0	0	0	0	0	116
DS	63,790	0	0	0	0	0	0	63,790
HSP	588,493	0	0	0	0	0	0	588,493
SA	32,209	791	0	0	0	0	0	33,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	2,669,320	7,614	0	0	0	0	0	2,676,934
DDR	140,365	0	0	0	0	0	0	140,365
DS	8,297	0	0	0	0	0	0	8,297
TOTAL 437354 1	3,502,474	8,521	0	0	0	0	0	3,510,995
TOTAL PROJECT:	3,502,474	8,521	0	0	0	0	0	3,510,995

ITEM NUMBER: 439807 1 PROJECT DESCRIPTION: SR226 FROM: SR24 TO: SW 6TH STREET *NON-SIS*
DISTRICT: 02 COUNTY: ALACHUA TYPE OF WORK: LIGHTING
ROADWAY ID: 26004000 PROJECT LENGTH: 1.494MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	1,000	0	0	0	0	0	1,000
DS	7,470	0	0	0	0	0	0	7,470
HSP	33,060	0	0	0	0	0	0	33,060
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	8,707	0	0	0	0	0	0	8,707
TOTAL 439807 1	49,237	1,000	0	0	0	0	0	50,237
TOTAL PROJECT:	49,237	1,000	0	0	0	0	0	50,237

ITEM NUMBER: 440898 1 PROJECT DESCRIPTION: INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY *SIS*
DISTRICT: 02 COUNTY: ALACHUA TYPE OF WORK: TRAFFIC SIGNAL UPDATE
ROADWAY ID: 26010000 PROJECT LENGTH: 44.977MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	367,051	37,443	0	0	0	0	0	404,494
DITS	168,825	0	0	0	0	0	0	168,825
DS	35,650	0	0	0	0	0	0	35,650
NFP	494,949	0	0	0	0	0	0	494,949
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	1,287,983	1,748,242	0	0	0	0	0	3,036,225
DDR	71,028	0	0	0	0	0	0	71,028
TOTAL 440898 1	2,425,486	1,785,685	0	0	0	0	0	4,211,171
TOTAL PROJECT:	2,425,486	1,785,685	0	0	0	0	0	4,211,171

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER:443489 1
DISTRICT:02
ROADWAY ID:26260000

PROJECT DESCRIPTION:I-75 (SR93) THROUGH PAYNES PRAIRIE
COUNTY:ALACHUA
PROJECT LENGTH: 2.353MI

SIS
TYPE OF WORK:GUARDRAIL
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	9,679	4,321	0	0	0	0	0	14,000
SA	0	11,000	0	0	0	0	0	11,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	19,461	0	0	0	0	0	19,461
ACSS	0	1,381,337	0	0	0	0	0	1,381,337
DS	4,896	0	0	0	0	0	0	4,896
TOTAL 443489 1	14,575	1,416,119	0	0	0	0	0	1,430,694
TOTAL PROJECT:	14,575	1,416,119	0	0	0	0	0	1,430,694
TOTAL DIST: 02	46,274,817	3,532,047	0	0	0	0	0	49,806,864
TOTAL HIGHWAYS	46,274,817	3,532,047	0	0	0	0	0	49,806,864

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

TRANSIT

ITEM NUMBER:215546 1 PROJECT DESCRIPTION:GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:OPERATING FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DS	1	0	0	0	0	0	0	1
FTA	3,800,000	3,600,000	1,800,000	1,800,000	1,800,000	1,800,000	0	14,600,000
LF	3,800,000	3,600,000	1,800,000	1,800,000	1,800,000	1,800,000	0	14,600,000
TOTAL 215546 1	7,600,001	7,200,000	3,600,000	3,600,000	3,600,000	3,600,000	0	29,200,001
TOTAL PROJECT:	7,600,001	7,200,000	3,600,000	3,600,000	3,600,000	3,600,000	0	29,200,001

ITEM NUMBER:404026 1 PROJECT DESCRIPTION:GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	4,700,000	5,000,000	2,500,000	2,500,000	2,500,000	2,500,000	0	19,700,000
LF	1,175,000	1,250,000	625,000	625,000	625,000	625,000	0	4,925,000
TOTAL 404026 1	5,875,000	6,250,000	3,125,000	3,125,000	3,125,000	3,125,000	0	24,625,000
TOTAL PROJECT:	5,875,000	6,250,000	3,125,000	3,125,000	3,125,000	3,125,000	0	24,625,000

ITEM NUMBER:433076 1 PROJECT DESCRIPTION:ALACHUA CO GAINESVILLE RTS SERVICE DEVELOPMENT PROJECT *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRANSIT SERVICE DEMONSTRATION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DDR	57,915	0	0	0	0	0	0	57,915
DPTO	768,530	1,000,000	0	0	0	0	0	1,768,530
DS	20,803	0	0	0	0	0	0	20,803
LF	113,915	0	0	0	0	0	0	113,915
TOTAL 433076 1	961,163	1,000,000	0	0	0	0	0	1,961,163
TOTAL PROJECT:	961,163	1,000,000	0	0	0	0	0	1,961,163

ITEM NUMBER:441520 1 PROJECT DESCRIPTION:ALACHUA CO 5339 RTS TRANSIT IMPROVEMENT *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
FTA	0	728,002	364,001	364,001	364,001	364,001	0	2,184,006
LF	0	182,000	91,000	91,000	91,000	91,000	0	546,000
TOTAL 441520 1	0	910,002	455,001	455,001	455,001	455,001	0	2,730,006
TOTAL PROJECT:	0	910,002	455,001	455,001	455,001	455,001	0	2,730,006

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GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MBRMPOTF

TRANSIT

ITEM NUMBER:442887 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:GAINESVILLE RTS LO-NO EMISSIONS PURCHASE ELECTRIC BUSES/CHARGERS
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	1,000,000	0	0	0	0	0	1,000,000
LF	0	410,000	0	0	0	0	0	410,000
TOTAL 442887 1	0	1,410,000	0	0	0	0	0	1,410,000
TOTAL PROJECT:	0	1,410,000	0	0	0	0	0	1,410,000
TOTAL DIST: 02	14,436,164	16,770,002	7,180,001	7,180,001	7,180,001	7,180,001	0	59,926,170
TOTAL TRANSIT	14,436,164	16,770,002	7,180,001	7,180,001	7,180,001	7,180,001	0	59,926,170
GRAND TOTAL	60,710,981	20,302,049	7,180,001	7,180,001	7,180,001	7,180,001	0	109,733,034



October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Resolution 2019-04 - Revised Section 5305(d) Grant Application and Amendment to the Public Transportation Agreement

STAFF RECOMMENDATION

Approve Resolution 2019-04 and authorize the Chair to sign the Amendment to the Public Transportation Agreement.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area submits a grant application for Federal Transit Administration Section 5305(d) funds. These funds are used by Metropolitan Transportation Planning Organization staff to conduct bicycle, pedestrian and transit planning activities.

At its April 22, 2019 meeting, the Metropolitan Transportation Planning Organization approved submittal of a grant application for Federal Transit Administration Section 5305(d) funds. This application was for an estimated amount of funding.

On September 5, 2019, the Metropolitan Transportation Planning Organization received notification from the Florida Department of Transportation (see Exhibit 1) concerning the:

- Actual amount of Federal Transit Administration Section 5305(d) funds available; and
- October 1, 2019 deadline for submittal of a revised grant application for Federal Transit Administration Section 5305(d) funds.

Attached, as Exhibit 2, is a copy of the revised grant application for Federal Transit Administration Section 5305(d) funds submitted to the Florida Department of Transportation. Exhibit 3 is a draft copy of Resolution 2019-04 that authorizes the Chair to sign an Amendment to the Public Transportation Agreement between the Metropolitan Transportation Planning Organization and the Florida Department of Transportation concerning the Federal Transit Administration Section 5305(d) grant funds (Exhibit 4).

Attachments

EXHIBIT 1

Mike Escalante

From: Schwabacher, Mari [Mari.Schwabacher@dot.state.fl.us]
Sent: Thursday, September 05, 2019 10:46 AM
To: Scott Koons
Cc: Mike Escalante
Subject: FY19 5305 Allocation Adjustment- Application
Attachments: Adjusted 5305 allocaion FY19.pdf

RECEIVED

SEP 05 2019

**NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL**

Dear Scott,

Attached is a spreadsheet with the adjusted 5305 FY19 allocation. Since the new amount is different from the total amount on the submitted application, please resubmit it/amend the application with the corrected amount before October 1st. Please 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*

8/21/19

Adjusted Final FFY19 allocation

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
District	MPO Name	2018 Urbanized Population	2017 Revenue Miles	2017 Passenger Trips	Base Amount	Population Dollars	Revenue Miles	Passenger Trips	Federal Funds (DU)	Federal Funds (DU) (Rounded)	State (DS)	Local	Total	Total (Rounded)
0	MPQAC - FFY18				\$30,000				\$30,000.00	\$30,000.00	\$7,500.00	\$0.00	\$37,500.00	\$37,500.00
1	Sarasota/Manatee MPO	755,290	6,708,030	4,348,656	\$30,000	\$152,950.56	\$57,713.47	\$33,854.95	\$274,518.98	\$274,519.00	\$34,314.87	\$34,314.87	\$343,148.74	\$343,149.00
1	Lee County MPO	670,244	4,542,586	3,299,697	\$30,000	\$135,728.26	\$39,082.80	\$25,688.64	\$230,499.50	\$230,499.00	\$28,812.44	\$28,812.44	\$288,123.88	\$288,124.00
1	Polk TPO	518,042	2,018,537	1,346,215	\$30,000	\$104,906.48	\$17,366.76	\$10,480.49	\$162,753.73	\$162,754.00	\$20,344.22	\$20,344.22	\$203,442.44	\$203,442.00
1	Highlands-Sebring	65,216	0	0	\$30,000	\$13,206.61	\$0.00	\$0.00	\$43,206.61	\$43,207.00	\$5,400.83	\$5,400.83	\$54,008.66	\$54,009.00
1	Collier County MPO	296,448	2,417,213	996,499	\$30,000	\$60,032.42	\$20,796.83	\$7,757.90	\$118,587.15	\$118,587.00	\$14,823.39	\$14,823.39	\$148,233.78	\$148,234.00
1	Charlotte County MPO	160,609	853,640	133,258	\$30,000	\$32,564.75	\$7,344.41	\$1,037.43	\$70,946.59	\$70,947.00	\$8,868.32	\$8,868.32	\$88,683.64	\$88,684.00
2	North Florida TPO	1,273,220	14,833,173	13,079,491	\$30,000	\$257,837.60	\$127,819.28	\$101,885.83	\$647,282.89	\$647,283.00	\$64,660.34	\$64,660.34	\$646,603.68	\$646,604.00
2	Gainesville MPO	199,901	4,464,732	9,513,421	\$30,000	\$40,481.18	\$38,412.94	\$74,063.43	\$182,967.47	\$182,957.00	\$22,869.66	\$22,869.66	\$228,696.36	\$228,696.00
3	Florida-Alabama TPO	427,374	2,464,802	1,566,258	\$30,000	\$86,545.69	\$21,208.27	\$12,193.58	\$149,945.52	\$149,946.00	\$18,743.19	\$18,743.19	\$187,432.38	\$187,432.00
3	Capital Region TPA	254,865	2,852,642	3,402,407	\$30,000	\$51,611.63	\$22,822.37	\$26,488.26	\$130,922.26	\$130,922.00	\$16,365.28	\$16,365.28	\$163,652.56	\$163,653.00
3	Okaloosa-Walton TPO	150,938	1,434,712	210,193	\$30,000	\$30,565.81	\$12,343.74	\$1,636.38	\$74,545.93	\$74,546.00	\$9,318.24	\$9,318.24	\$93,182.48	\$93,182.00
3	Bay County TPO	153,214	878,998	716,364	\$30,000	\$31,026.71	\$7,562.58	\$5,577.00	\$74,166.29	\$74,166.00	\$9,270.79	\$9,270.79	\$92,707.58	\$92,708.00
4	Broward MPO	1,897,679	27,031,684	34,023,745	\$30,000	\$384,290.90	\$232,570.85	\$264,880.03	\$911,741.78	\$911,742.00	\$113,967.72	\$113,967.72	\$1,139,677.44	\$1,139,677.00
4	Palm Beach MPO	1,371,755	18,724,882	12,128,723	\$30,000	\$277,788.27	\$161,102.12	\$94,423.95	\$563,314.34	\$563,314.00	\$70,414.29	\$70,414.29	\$704,142.58	\$704,143.00
4	St. Lucie TPO	292,248	992,855	304,388	\$30,000	\$59,181.90	\$8,542.17	\$2,389.71	\$100,093.78	\$100,094.00	\$12,511.72	\$12,511.72	\$125,117.44	\$125,117.00
4	Martin MPO	135,494	449,956	71,593	\$30,000	\$27,438.31	\$3,871.26	\$557.36	\$81,866.93	\$81,867.00	\$7,733.37	\$7,733.37	\$77,333.74	\$77,334.00
4	Indian River County MPO	138,437	1,529,038	1,255,136	\$30,000	\$28,034.29	\$13,155.29	\$9,771.42	\$80,961.00	\$80,961.00	\$10,120.13	\$10,120.13	\$101,201.26	\$101,201.00

FFY19 SFRTA & SUNRAIL

Adjusted Amount - \$228,696.-

Adjusted Amount Avail. -

NFFPO: 646,604.-

EXHIBIT 2

OMB Number: 4040-0004
Expiration Date: 12/31/2019

Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input type="checkbox"/> Application <input checked="" type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input type="checkbox"/> New <input type="checkbox"/> Continuation <input checked="" type="checkbox"/> Revision	* If Revision, select appropriate letter(s): A: Increase Award * Other (Specify):
* 3. Date Received: [Redacted]	4. Applicant Identifier: Not Applicable	
5a. Federal Entity Identifier: Not Applicable	5b. Federal Award Identifier: FL- 80-009	
State Use Only:		
6. Date Received by State:	7. State Application Identifier: 1001	
8. APPLICANT INFORMATION:		
* a. Legal Name: MTPO for the Gainesville Urbanized Area		
* b. Employer/Taxpayer Identification Number (EIN/TIN): 59- 1834302	* c. Organizational DUNS: 0442335900000	
d. Address:		
* Street1:	2009 NW 67th Place	
Street2:		
* City:	Gainesville	
County/Parish:	Alachua	
* State:	FL: Florida	
Province:		
* Country:	USA: UNITED STATES	
* Zip / Postal Code:	32653-1063	
e. Organizational Unit:		
Department Name: Transportation Planning	Division Name:	
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: Mr.	* First Name: Scott	
Middle Name: R.		
* Last Name: Koons		
Suffix:		
Title: Executive Director		
Organizational Affiliation: North Central Florida Regional Planning Council		
* Telephone Number: 352.955.2200	Fax Number: 352.955.2209	
* Email: koons@ncfrpc.org		

Application for Federal Assistance SF-424

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

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*** Other (specify):**

*** 10. Name of Federal Agency:**

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.505

CFDA Title:

Section 5305(d)

*** 12. Funding Opportunity Number:**

FL-80-0009

*** Title:**

Metropolitan Transportation Planning

13. Competition Identification Number:

Not Applicable

Title:

Not Applicable

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

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

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

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:
* a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:
* a. Start Date: * b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="182,957.00"/>
* b. Applicant	<input type="text" value=""/>
* c. State	<input type="text" value="22,869.50"/>
* d. Local	<input type="text" value="22,869.50"/>
* e. Other	<input type="text" value=""/>
* f. Program Income	<input type="text" value=""/>
* g. TOTAL	<input type="text" value="228,696.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**
 a. This application was made available to the State under the Executive Order 12372 Process for review on .
 b. Program is subject to E.O. 12372 but has not been selected by the State for review.
 c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**
 Yes No
If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**
 ** I AGREE
** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:
Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:
* Title:
* Telephone Number: Fax Number:
* Email:

* Signature of Authorized Representative:  * Date Signed:

Section 5305(d)
Grant Management Information System
Planning Line Item Codes - Federal Fiscal Year 2019-20
(Federal Transit Administration Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	<u>\$40,800</u>
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	<u>75,757</u>
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	<u>40,800</u>
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	<u>25,600</u>
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
	Total Net Projects Cost	<u>\$182,957</u>

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	<u>\$182,957</u>
44.30.07	Other	
44.30.08	Indirect Charges	
	Total Net Projects Cost	<u>\$182,957</u>

Fund Allocations

44.40.01	MPO Activities	<u>\$182,957</u>
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
	Total Net Projects Cost	<u>\$182,957</u>

Section 5305(d)
Approved Project Budget for Federal Fiscal Year 2019-20
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	<u>\$51,000</u>
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	<u>94,696</u>
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	<u>51,000</u>
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	<u>32,000</u>
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
Total Net Projects Cost		<u>\$228,696</u>

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	<u>\$228,696</u>
44.30.07	Other	
44.30.08	Indirect Charges	
Total Net Projects Cost		<u>\$228,696</u>

Fund Allocations

44.40.01	MPO Activities	<u>\$228,696</u>
44.04.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
Total Net Projects Cost		<u>\$228,696</u>

Federal Share (80%)	<u>\$182,957</u>
Local Share (20%)	<u>\$45,739</u>

Accounting Classification	FPC	Description	
91.37.08.8P-2	02	Technical Studies - Planning	<u>\$228,696</u>

EXHIBIT 3

RESOLUTION NO. 2019-04

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE CHAIR TO ENTER INTO AN AMENDMENT TO THE PUBLIC TRANSPORTATION AGREEMENT BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA REGARDING FISCAL YEAR 2019-20 FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) PUBLIC TRANSIT OFFICE PLANNING FUNDS IN ALACHUA COUNTY, FLORIDA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has decided to seek Fiscal Year 2019-20 Federal Transit Administration Section 5305(d) Public Transit Office planning funds in Alachua County in order to examine transportation system management and transportation demand management techniques which are designed to improve the transportation system through low-cost measures to reduce traffic congestion and obtain greater capacity out of the existing highway system;

WHEREAS, the Florida Department of Transportation requires that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area execute an Amendment to the Public Transportation Agreement, Financial Project Number 411762-3-14-20, in order to be able to expend Fiscal Year 2019-20 Federal Transit Administration Section 5305(d) Public Transit Office planning funds in Alachua County;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into said Amendment to the Public Transportation Agreement and to undertake the project hereinafter described, as authorized under Section 339.175(10)(b), Florida Statutes; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will prepare these studies and then seek reimbursement of funds from the Florida Department of Transportation.

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

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter in the Amendment to the Public Transportation Agreement.

2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute the Amendment to the Public Transportation Agreement on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the Florida Department of Transportation for planning to facilitate Public Transit Office planning activities in Alachua County, Florida.

3. That the total project cost is two hundred twenty-eight thousand six hundred and ninety-six dollars and no cents (\$228,696.00) which represents one hundred eighty-two thousand nine hundred and fifty-seven dollars and no cents (\$182,957.00) federal funds (at 80 percent), twenty-two thousand eight hundred and sixty-nine dollars and fifty cents (\$22,869.50) state funds (at 10 percent) and twenty-two thousand eight hundred and sixty-nine dollars and fifty cents (\$22,869.50) local funds (at 10 percent).

4. That the amount of reimbursement is not to exceed two hundred and five thousand and eight hundred and twenty-six dollars and fifty cents (\$205,826.50) which represents the federal and state portion of the project cost.

5. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to act in connection with the Amendment to the Public Transportation Agreement to provide such additional information as may be required by the Florida Department of Transportation.

6. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute any Supplemental Amendments to the Public Transportation Agreement, for the purpose of Scope Changes and/or funding adjustments, as well as execute Assurances, Certifications, and all other documents as may be required in support of the project.

7. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign requests for Contract Time Extension(s), as may be required in support of the project.

8. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any and all reimbursement invoices and warranties that may be required in connection with the Amendment to the Public Transportation Agreement or subsequent Supplemental Amendments to the Public Transportation Agreement.

9. That all resolutions or portions of resolutions in conflict with this resolution are hereby repealed to the extent of such conflict.

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

DULY ADOPTED in regular session, this _____ day of _____ A.D., 2019.

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

Ken Cornell, Chair

ATTEST:

Charles S. Chestnut IV, Secretary

APPROVED AS TO FORM

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

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution No. 2019-04, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the _____ day of _____, A.D., 2019.

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

Charles S. Chestnut IV, Secretary

EXHIBIT 4

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**PUBLIC TRANSPORTATION
 AMENDMENT TO THE PUBLIC TRANSPORTATION
 AGREEMENT**

Form 725-000-03
 STRATEGIC
 DEVELOPMENT
 OGC 02/19

Financial Project Number(s): <small>(item-segment-phase-sequence)</small> 411762-3-14-20	Fund(s): Work Activity Code/Function:	DPTO, DU 215	FLAIR Category: 088774 Object Code: 780000 Org. Code: 55022020229
	Federal Number/Federal Award Identification Number (FAIN) – Transit only:	1001- 2018-16	Vendor Number: F591834302002
Contract Number: G1456	Federal Award Date:	7/18/2018	Amendment No.: 1
CFDA Number: 20.505	Agency DUNS Number:	044233590	
CFDA Title:	Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research		
CSFA Number:	N/A		
CSFA Title:	N/A		

THIS AMENDMENT TO THE PUBLIC TRANSPORTATION GRANT AGREEMENT ("Amendment") is made and entered into on _____, by and between the State of Florida, Department of Transportation ("Department"), and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, ("Agency"), collectively referred to as the "Parties."

RECITALS

WHEREAS, the Department and the Agency on 1/9/2019 (date original Agreement entered) entered into a Public Transportation Grant Agreement ("Agreement").

WHEREAS, the Parties have agreed to modify the Agreement on the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the mutual covenants in this Amendment, the Agreement is amended as follows:

- Amendment Description.** The project is amended to continue the Unified Planning Work Program tasks in FY 20 that include 5305 funds. Current contract is for FY 19 funds; adding FY 20 approved funding.
- Program Area.** For identification purposes only, this Agreement is implemented as part of the Department program area selected below (select all programs that apply):
 - Aviation
 - Seaports
 - Transit
 - Intermodal
 - Rail Crossing Closure
 - Match to Direct Federal Funding (Aviation or Transit)
 (Note: Section 15 and Exhibit G do not apply to federally matched funding)
 - Other
- Exhibits.** The following Exhibits are updated, attached, and incorporated into this Agreement:
 - Exhibit A: Project Description and Responsibilities
 - Exhibit B: Schedule of Financial Assistance
 - *Exhibit B1: Deferred Reimbursement Financial Provisions
 - *Exhibit B2: Advance Payment Financial Provisions
 - *Exhibit C: Terms and Conditions of Construction
 - Exhibit D: Agency Resolution

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION
AMENDMENT TO THE PUBLIC TRANSPORTATION
AGREEMENT

Form 725-000-03
STRATEGIC
DEVELOPMENT
OGC 02/19

- Exhibit E: Program Specific Terms and Conditions
- Exhibit F: Contract Payment Requirements
- *Exhibit G: Financial Assistance (Single Audit Act)
- *Additional Exhibit(s):

4. Project Cost.

The estimated total cost of the Project is increased/ decreased by \$228,696 bringing the revised total cost of the project to \$445,862.

The Department's participation is increased/ decreased by \$205,826. The Department agrees to participate in the Project cost up to the maximum amount of \$401,275, and, additionally the Department's participation in the Project shall not exceed 90.00% of the total eligible cost of the Project.

Except as modified, amended, or changed by this Amendment, all of the terms and conditions of the Agreement and any amendments thereto shall remain in full force and effect.

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year written above.

AGENCY Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

By: _____

By: _____

Name: _____

Name: Authorized Official or James M. Knight, PE

Title: _____

Title: Urban Planning and Modal Administrator

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

Legal Review: _____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**PUBLIC TRANSPORTATION
GRANT AGREEMENT EXHIBITS**

Form 725-000-02
STRATEGIC
DEVELOPMENT
OGC 03/19

EXHIBIT A

Project Description and Responsibilities

Refer to Attached UPWP

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**PUBLIC TRANSPORTATION
GRANT AGREEMENT EXHIBITS**

Form 725-000-02
STRATEGIC
DEVELOPMENT
OGC 03/19

EXHIBIT B

Schedule of Financial Assistance

Refer to Attached UPWP

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**PUBLIC TRANSPORTATION
GRANT AGREEMENT EXHIBITS**

Form 725-000-02
STRATEGIC
DEVELOPMENT
OGC 06/19

EXHIBIT D

AGENCY RESOLUTION

PLEASE SEE ATTACHED

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**PUBLIC TRANSPORTATION
GRANT AGREEMENT EXHIBITS**

Form 725-000-02
STRATEGIC
DEVELOPMENT
OGC 06/19

EXHIBIT G

FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

CFDA No.: 20.505

CFDA Title: Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research

***Award Amount:** \$401,275

Awarding Agency: Florida Department of Transportation

Indirect Cost Rate:

****Award is for R&D:** No

*The federal award amount may change with amendments

**Research and Development as defined at §200.87, 2 CFR Part 200

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING
AUDIT REQUIREMENTS:**

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards
www.ecfr.gov

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE
FOLLOWING:**

Title 23 – Highways, United States Code
<http://uscode.house.gov/browse.xhtml>

Title 49 – Transportation, United States Code
<http://uscode.house.gov/browse.xhtml>

MAP-21 – Moving Ahead for Progress in the 21st Century, P.L. 112-141
www.dot.gov/map21

Federal Highway Administration – Florida Division
www.fhwa.dot.gov/fldiv

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)
www.fsr.gov



October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Unified Planning Work Program Amendment

STAFF RECOMMENDATION

Approve Resolution 2019-05 and amend the Unified Planning Work Program for the \$9,225 increase of its Federal Transit Administrative Section 5305(d) Grant award plus \$1,148.50 in matching state funds for Fiscal Year 2019-20, with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff.

BACKGROUND

The Florida Department of Transportation has notified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area of a \$9,225 increase of its Federal Transit Administrative Section 5305(d) Grant award for Fiscal Year 2019-20 (see Exhibit 1).

In order to receive these additional federal transportation planning funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to amend its Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program. Resolution 2019-05 is Exhibit 2. Exhibit 3 includes excerpts of the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program that document the \$10,373.50 increase from the Federal Transit Administrative Section 5305(d) Grant award and matching funding.

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

Attachments

EXHIBIT 1

Mike Escalante

From: Schwabacher, Mari [Mari.Schwabacher@dot.state.fl.us]
Sent: Thursday, September 05, 2019 10:46 AM
To: Scott Koons
Cc: Mike Escalante
Subject: FY19 5305 Allocation Adjustment- Application
Attachments: Adjusted 5305 allocaion FY19.pdf

RECEIVED

SEP 05 2019

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Dear Scott,

Attached is a spreadsheet with the adjusted 5305 FY19 allocation. Since the new amount is different from the total amount on the submitted application, please resubmit it/amend the application with the corrected amount before October 1st. Please 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*

8/20/19

*Adjusted
Final
FFY19 allocate*

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
District	MPO Name	2018 Urbanized Population	2017 Revenue Miles	2017 Passenger Trips	Base Amount	Population Dollars	Revenue Miles	Passenger Trips	Federal Funds (DU)	Federal Funds (DU) (Rounded)	State (DS)	Local	Total	Total (Rounded)
0	MPOAC - FFY18				\$30,000				\$30,000.00	\$30,000.00	\$7,500.00	\$0.00	\$37,500.00	\$37,500.00
1	Sarasota/Menatee MPO	755,290	6,708,030	4,348,656	\$30,000	\$152,950.56	\$57,713.47	\$33,854.95	\$274,518.98	\$274,519.00	\$34,314.87	\$34,314.87	\$343,148.74	\$343,149.00
1	Lee County MPO	670,244	4,542,586	3,299,697	\$30,000	\$135,728.26	\$39,082.80	\$25,688.64	\$230,499.50	\$230,499.00	\$28,812.44	\$28,812.44	\$288,123.88	\$288,124.00
1	Polk TPO	518,042	2,018,537	1,346,215	\$30,000	\$104,906.49	\$17,366.76	\$10,480.49	\$162,753.73	\$162,754.00	\$20,344.22	\$20,344.22	\$203,442.44	\$203,442.00
1	Highlands-Sebring	65,216	0	0	\$30,000	\$13,206.61	\$0.00	\$0.00	\$43,206.61	\$43,207.00	\$5,400.83	\$5,400.83	\$54,008.66	\$54,009.00
1	Collier County MPO	296,448	2,417,213	998,499	\$30,000	\$60,032.42	\$20,796.83	\$7,757.90	\$118,587.15	\$118,587.00	\$14,823.39	\$14,823.39	\$148,233.78	\$148,234.00
1	Charlottesville County MPO	160,809	853,640	133,256	\$30,000	\$32,564.75	\$7,344.41	\$1,037.43	\$70,946.59	\$70,947.00	\$8,888.32	\$8,888.32	\$88,683.64	\$88,684.00
2	North Florida TPO	1,273,236	14,833,173	13,079,491	\$30,000	\$257,837.60	\$127,819.28	\$101,825.83	\$517,282.69	\$517,283.00	\$94,880.34	\$94,880.34	\$946,003.68	\$946,004.00
2	Gainesville MPO	199,901	4,484,732	9,513,421	\$30,000	\$40,481.18	\$38,412.94	\$74,083.43	\$182,957.47	\$182,957.00	\$22,889.08	\$22,889.08	\$228,696.36	\$228,696.00
3	Florida-Alabama TPO	427,374	2,464,802	1,586,258	\$30,000	\$86,545.69	\$21,206.27	\$12,193.58	\$149,945.52	\$149,946.00	\$18,743.19	\$18,743.19	\$187,432.38	\$187,432.00
3	Capital Region TPA	254,865	2,652,642	3,402,407	\$30,000	\$51,611.63	\$22,822.37	\$26,488.26	\$130,922.26	\$130,922.00	\$16,365.28	\$16,365.28	\$163,652.58	\$163,653.00
3	Okaloosa-Walton TPO	150,938	1,434,712	210,193	\$30,000	\$30,585.81	\$12,343.74	\$1,636.38	\$74,545.93	\$74,546.00	\$9,318.24	\$9,318.24	\$93,182.48	\$93,182.00
3	Bay County TPO	153,214	878,998	716,364	\$30,000	\$31,026.71	\$7,582.58	\$5,577.00	\$74,186.29	\$74,186.00	\$9,270.79	\$9,270.79	\$92,707.58	\$92,708.00
4	Broward MPO	1,897,679	27,031,684	34,023,745	\$30,000	\$384,290.90	\$232,570.85	\$264,880.03	\$911,741.78	\$911,742.00	\$113,967.72	\$113,967.72	\$1,139,677.44	\$1,139,677.00
4	Palm Beach MPO	1,371,755	18,724,882	12,128,723	\$30,000	\$277,788.27	\$181,102.12	\$94,423.95	\$583,314.34	\$583,314.00	\$70,414.29	\$70,414.29	\$704,142.58	\$704,143.00
4	St. Lucie TPO	292,248	992,855	304,388	\$30,000	\$59,181.90	\$8,542.17	\$2,369.71	\$100,093.78	\$100,094.00	\$12,511.72	\$12,511.72	\$125,117.44	\$125,117.00
4	Martin MPO	135,494	449,956	71,593	\$30,000	\$27,438.31	\$3,871.28	\$557.36	\$61,886.93	\$61,887.00	\$7,733.37	\$7,733.37	\$77,333.74	\$77,334.00
4	Indian River County MPO	138,437	1,529,038	1,255,136	\$30,000	\$28,034.29	\$13,155.29	\$9,771.42	\$80,961.00	\$80,961.00	\$10,120.13	\$10,120.13	\$101,201.26	\$101,201.00

FFY19 FFY19 SFRTA & SUNRAIL

Adjusted Amount - \$ 228,696.-

Adjusted Amount Avail. -

NFTPO: 646,604.-

EXHIBIT 2

RESOLUTION NO. 2019-05

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AMENDING THE FISCAL YEARS 2018-19 AND 2019-20 UNIFIED PLANNING WORK PROGRAM INCREASING THE AMOUNT OF FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) GRANT FUNDS BY \$9,225 FOR FISCAL YEAR 2019-20 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO APPROVE PLANNING ACTIVITY MODIFICATIONS THAT DO NOT CHANGE THE OVERALL BUDGET OR SCOPE OF WORK TASKS REGARDING FISCAL YEAR 2018-19 AND FISCAL YEAR 2019-20 PLANNING FUNDS IN ALACHUA COUNTY, FLORIDA; PROVIDING AN EFFECTIVE DATE.

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

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

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

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

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to approve the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program.

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

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

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

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

6. That the Fiscal Years 2018-19 and 2019-20 Unified Planning Work Program includes Federal Transit Administration Section 5305(d) grant application with an estimated budget of one hundred seventy-three thousand seven hundred thirty-two dollars and no cents (\$173,732.00) in Federal Transit Administration funds (80 percent) that would be matched with twenty-one thousand seven hundred seventeen dollars and no cents (\$21,717.00) state matching funds (ten percent) and twenty-one thousand seven hundred seventeen dollars and no cents (\$21,717.00) local matching funds (ten percent) for fiscal year 2018-19 and an estimated budget of one hundred eighty-two thousand nine hundred fifty-seven dollars and no cents (\$182,957.00) in Federal Transit Administration funds (80 percent) that would be matched with twenty-two thousand eight hundred sixty-nine dollars and fifty cents (\$22,869.50) state matching funds (ten percent) and twenty-two thousand eight hundred sixty-nine dollars and fifty cents (\$22,869.50) local matching funds (ten percent) for fiscal year 2019-20.

7. That the amount of reimbursement for federal transit planning is not to exceed one hundred ninety-five thousand four hundred forty-nine dollars and no cents (\$195,449.00) which represents the Federal Transit Administration grant application amount and state matching funds for projects in support of the unified planning work program implementation for Fiscal Year 2018-19 and two hundred five thousand eight hundred twenty-six dollars and fifty cents (\$205,826.50) which represents the Federal Transit Administration grant application amount and state matching funds for projects in support of the unified planning work program implementation for Fiscal Year 2019-20.

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

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

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

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

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

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

DULY ADOPTED in regular session, this _____ day of _____ A.D., 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

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution No. 2019-05, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the _____ day of _____, A.D., 2019.

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

Charles Chestnut IV, Secretary/Treasurer

Unified Planning Work Program Fiscal Years 2018-19 and 2019-20

4.0 Long-Range Transportation Plan

Task 4.0 Long-Range Transportation Plan		
Purpose: Tasks required for the development and management of the Long-Range Transportation Plan, including participation in FDOT Efficient Transportation Decision-Making process.		
Previous Work Completed: Preparation, adoption and distribution of the Year 2040 Long-Range Transportation Plan; administrative modification of the Year 2040 Long-Range Transportation Plan; initial preparation of the Year 2045 Long-Range Transportation Plan materials.		
Required Activities:		
<ul style="list-style-type: none"> Preparation and adoption of the Year 2040 Long-Range Transportation Plan revisions (as needed). Preparation, adoption and distribution of the Year 2045 Long-Range Transportation Plan. 	<ul style="list-style-type: none"> Preparation of the Year 2045 Long-Range Transportation Plan materials. The Year 2045 Long-Range Transportation Plan will not be adopted or distributed prior to the June 30, 2020 conclusion of the Unified Planning Work Program. 	
End Products:	Completion Dates:	Responsible Agency:
Year 2040 Long-Range Transportation Plan revisions	June 30, 2020	MTPO
Year 2045 Long-Range Transportation Plan (plan completion date is beyond this Unified Planning Work Program planning period)	June 30, 2020	

FDOT- Florida Department of Transportation

MTPO- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

State Support and Program Administration and Technical Assistance Federal Transit Administration

State Support and Program Administration and Technical Assistance Federal Transit Administration - Administration efforts include guidance and supervision of administrative tasks (program management, development, review and reporting) necessary to carry out the transportation planning process within the metropolitan area boundaries of the Gainesville Metropolitan Area. Technical assistance includes both computer usage and staff analysis of various systems and project planning efforts (routine reviews and planning evaluations) as identified in study designs. Match for this task is cash and not "soft match" funds. The following eligible Federal Transit Administration Section 5305(d) transit planning activities in Task 4.0 - Long-Range Transportation Plan - Long-Range Transportation Planning- System Level (44.23.01) - The monitoring of pedestrian, bicycle and transit activity. In addition, this task will also include an assessment of bicycle, pedestrian and transit service using the Florida Department of Transportation Quality/Level of Service Handbook multimodal level of service analysis generalized tables to analyze existing roadway facilities to include evaluation for bicycle, pedestrian and transit modes of travel added to the current highway (automotive) travel mode analysis.

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

Responsible Agency	Task 4.0 Long-Range Transportation Plan Funding Sources					
	FHWA (Planning)	Local Cash	FTA 5305(d)	State Match	Local Match	Total
Year One- Fiscal Year 2018-19						
*Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	\$388,095	\$0	\$66,532	\$8,317	\$8,317	\$466,709
Florida Department of Transportation	\$0	\$0	\$0	\$0	\$0	\$0
Alachua County	\$0	\$0	\$0	\$0	\$0	\$0
City of Gainesville	\$0	\$0	\$0	\$0	\$0	\$0
University of Florida	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$388,095	\$0	\$66,532	\$8,317	\$8,317	\$471,261
Year Two- Fiscal Year 2019-20						
*Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	\$25,000	\$0	\$75,757	\$9,469.5	\$9,469.5	\$119,696
Florida Department of Transportation	\$0	\$0	\$0	\$0	\$0	\$0
Alachua County	\$0	\$0	\$0	\$0	\$0	\$0
City of Gainesville	\$0	\$0	\$0	\$0	\$0	\$0
University of Florida	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$25,000	\$0	\$75,757	\$9,469.5	\$9,469.5	\$119,696

*Lead Agency

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

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

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

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

Unified Planning Work Program								
Task 4.0 - Estimated Budget for Fiscal Year 2018-19								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305(d)	FTA State Match	FTA Local Match	Trans. Disad.	Total
Personnel Services								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services								
	Consultant Staff Services	\$25,000	\$0	\$66,532	\$8,317	\$8,317	\$0	\$108,166
	Plan Update Consultant Services	\$363,095	\$0	\$0	\$0	\$0	\$0	\$363,095
	Subtotal:	\$388,095	\$0	\$66,532	\$8,317	\$8,317	\$0	\$471,261
Travel								
	Member Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services								
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Memberships	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2018-19 Total:	\$388,095	\$0	\$66,532	\$8,317	\$8,317	\$0	\$471,261
Task 4.0 - Estimated Budget for Fiscal Year 2019-20								
Personnel Services								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services								
	Consultant Staff Services	\$25,000	\$0	\$75,757	\$9,469.5	\$9,469.5	\$0	\$119,696
	Plan Update Consultant Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$25,000	\$0	\$75,757	\$9,469.5	\$9,469.5	\$0	\$119,696
Travel								
	Member Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services								
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Memberships	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2019-20 Total:	\$25,000	\$0	\$75,757	\$9,469.5	\$9,469.5	\$0	\$119,696
	Two-Year Total:	\$413,095	\$0	\$142,289	\$17,786.5	\$17,786.5	\$0	\$590,957

FCTD - Florida Commission for the Transportation Disadvantaged
 FHWA - Florida Highway Administration
 FTA - Florida Transit Administration
 PL - Planning

**Table 3
Agency Funding Participation Table
Fiscal Year 2019-20**

Task Number	Task	FHWA	FTA	FDOT		MTPO		FCTD	Total	FDOT Soft Match	Alachua County In-Kind	City of Gainesville In-Kind	University of Florida In-Kind	Grand Total	Amount to Consultant
				FTA Match	Local Cash	FTA Match	Local Cash								
1.0	Administration	179,556	40,800	5,100	5,100	2,739	0	233,295	39,602	9,360	9,417	3,200	294,874	222,295	
2.0	Data Collection	0	0	0	0	0	0	0	0	37,780	44,236	0	82,016	0	
3.0	Transportation Improvement Program	50,000	40,800	5,100	5,100	0	0	101,000	11,028	4,680	6,213	0	122,921	101,000	
4.0	Long Range Transportation Plan	25,000	75,757	9,469.5	9,469.5	0	0	119,696	5,514	9,360	1,239	4,800	140,609	119,696	
5.0	Special Project Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	
6.0	Regional Planning	30,000	0	0	0	0	0	30,000	6,617	4,680	0	0	41,297	30,000	
7.0	Public Participation	100,000	0	0	0	0	0	100,000	22,055	0	0	0	122,055	100,000	
8.0	System Planning	103,077	25,600	3,200	3,200	0	25,000	160,077	22,734	19,470	871	4,800	207,952	159,077	
Total		487,633	182,957	22,869.5	22,869.5	2,739	25,000	744,068	107,550	85,330	61,976	12,800	1,011,724	732,068	

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

FCTD - Florida Commission for the Transportation Disadvantaged
 FDOT - Florida Department of Transportation
 FHWA - Federal Highway Administration
 FTA - Federal Transit Administration
 MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Table 4
Funding Sources by Task Table
Fiscal Year 2019-20

Task Number	Task	FTA 5305 (d)			FHWA PL Funds		FHWA SU Funds	FCTD State Grant	Total Funds	State Soft Match	Local In-Kind	Grand Total	Amount to Consultant
		Federal Grant	State Match	MTPO Match	Federal	MTPO Cash							
1.0	Administration	40,800	5,100	5,100	179,556	2,739	0	0	233,295	39,602	21,977	294,874	222,295
2.0	Data Collection	0	0	0	0	0	0	0	0	0	82,016	82,016	0
3.0	Transportation Improvement Program	40,800	5,100	5,100	50,000	0	0	0	101,000	11,028	10,893	122,921	101,000
4.0	Long Range Transportation Plan	75,757	9,469.5	9,469.5	25,000	0	0	0	119,696	5,514	15,399	140,609	119,696
5.0	Special Project Planning	0	0	0	0	0	0	0	0	0	0	0	0
6.0	Regional Planning	0	0	0	30,000	0	0	0	30,000	6,617	4,680	41,297	30,000
7.0	Public Participation	0	0	0	100,000	0	0	0	100,000	22,055	0	122,055	100,000
8.0	System Planning	25,600	3,200	3,200	103,077	0	0	25,000	160,077	22,734 ¹	25,141 ²	207,952	159,077
Total		182,957	22,869.5	22,869.5	487,633	2,739	0	25,000	744,068	107,550	160,106	1,011,724	732,068

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

1

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

2

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

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

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

**Section 5305(d) Application for Federal Assistance SF-424
Federal Fiscal Year 2019-20**

OMB Number: 4040-0004
Expiration Date: 12/31/2019

Application for Federal Assistance SF-424		
<p>* 1. Type of Submission: <input type="checkbox"/> Preapplication <input type="checkbox"/> Application <input checked="" type="checkbox"/> Changed/Corrected Application</p>		
<p>* 2. Type of Application: <input type="checkbox"/> New <input type="checkbox"/> Continuation <input checked="" type="checkbox"/> Revision</p>		
<p>* If Revision, select appropriate letter(s): A: Increase Award * Other (Specify):</p>		
<p>* 3. Date Received: [Redacted]</p>		<p>4. Applicant Identifier: Not Applicable</p>
<p>5a. Federal Entity Identifier: Not Applicable</p>		<p>5b. Federal Award Identifier: FL- 80-009</p>
State Use Only:		
<p>6. Date Received by State: [Redacted]</p>		<p>7. State Application Identifier: 1001</p>
8. APPLICANT INFORMATION:		
<p>* a. Legal Name: MTPO for the Gainesville Urbanized Area</p>		
<p>* b. Employer/Taxpayer Identification Number (EIN/TIN): 59- 1834302</p>		<p>* c. Organizational DUNS: 0442335900000</p>
d. Address:		
<p>* Street1: 2009 NW 67th Place</p>		
<p>Street2: [Redacted]</p>		
<p>* City: Gainesville</p>		
<p>County/Parish: Alachua</p>		
<p>* State: FL: Florida</p>		
<p>Province: [Redacted]</p>		
<p>* Country: USA: UNITED STATES</p>		
<p>* Zip / Postal Code: 32653-1063</p>		
e. Organizational Unit:		
<p>Department Name: Transportation Planning</p>		<p>Division Name: [Redacted]</p>
f. Name and contact information of person to be contacted on matters involving this application:		
<p>Prefix: Mr.</p>		<p>* First Name: Scott</p>
<p>Middle Name: R.</p>		
<p>* Last Name: Koons</p>		
<p>Suffix: [Redacted]</p>		
<p>Title: Executive Director</p>		
<p>Organizational Affiliation: North Central Florida Regional Planning Council</p>		
<p>* Telephone Number: 352.955.2200</p>		<p>Fax Number: 352.955.2209</p>
<p>* Email: koons@ncfrpc.org</p>		

Section 5305(d) Application for Federal Assistance SF-424 (Continued)
Federal Fiscal Year 2019-20

Application for Federal Assistance SF-424			
* 9. Type of Applicant 1: Select Applicant Type: E: Regional Organization			
Type of Applicant 2: Select Applicant Type: 			
Type of Applicant 3: Select Applicant Type: 			
* Other (specify): 			
* 10. Name of Federal Agency: Federal Transit Administration			
11. Catalog of Federal Domestic Assistance Number: 20.505			
CFDA Title: Section 5305(d)			
* 12. Funding Opportunity Number: FL-80-0009			
* Title: Metropolitan Transportation Planning			
13. Competition Identification Number: Not Applicable			
Title: Not Applicable			
14. Areas Affected by Project (Cities, Counties, States, etc.): <input type="text"/> <input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>			
* 15. Descriptive Title of Applicant's Project: Technical Studies in Support of Fiscal Year 2019-20 Unified Planning Work Program			
Attach supporting documents as specified in agency instructions. <input type="button" value="Add Attachments"/> <input type="button" value="Delete Attachments"/> <input type="button" value="View Attachments"/>			

**Section 5305(d) Application for Federal Assistance SF-424 (Continued)
Federal Fiscal Year 2019-20**

Application for Federal Assistance SF-424	
16. Congressional Districts Of:	
* a. Applicant <input type="text" value="3, 5"/>	* b. Program/Project <input type="text" value="3, 5"/>
Attach an additional list of Program/Project Congressional Districts if needed.	
<input type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
17. Proposed Project:	
* a. Start Date: <input type="text" value="07/01/2019"/>	* b. End Date: <input type="text" value="06/30/2020"/>
18. Estimated Funding (\$):	
* a. Federal	<input type="text" value="182,957.00"/>
* b. Applicant	<input type="text" value=""/>
* c. State	<input type="text" value="22,869.50"/>
* d. Local	<input type="text" value="22,869.50"/>
* e. Other	<input type="text" value=""/>
* f. Program Income	<input type="text" value=""/>
* g. TOTAL	<input type="text" value="228,696.00"/>
* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?	
<input type="checkbox"/> a. This application was made available to the State under the Executive Order 12372 Process for review on <input type="text"/>	
<input type="checkbox"/> b. Program is subject to E.O. 12372 but has not been selected by the State for review.	
<input checked="" type="checkbox"/> c. Program is not covered by E.O. 12372.	
* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If "Yes", provide explanation and attach	
<input type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)	
<input checked="" type="checkbox"/> ** I AGREE	
** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.	
Authorized Representative:	
Prefix: <input type="text" value="Hon."/>	* First Name: <input type="text" value="Ken"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Cornell"/>	
Suffix: <input type="text"/>	
* Title: <input type="text" value="Chair"/>	
* Telephone Number: <input type="text" value="352.955.2200"/>	Fax Number: <input type="text" value="352.955.2209"/>
* Email: <input type="text" value="koons@ncfrpc.org"/>	
* Signature of Authorized Representative: 	* Date Signed: <input type="text" value="9/16/19"/>

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**Section 5305(d) Grant Management Information System
Planning Line Item Codes- Fiscal Year 2019-20
(Federal Transit Administration Funds Only)**

Technical Classifications:

44.21.00	Program Support and Administration	<u>\$40,800</u>
44.22.00	General Development and Comprehensive Planning	<u> </u>
44.23.01	Long Range Transportation Planning: System Level	<u>75,757</u>
44.23.02	Long Range Transportation Planning: Project Level	<u> </u>
44.24.00	Short Range Transportation Planning	<u> </u>
44.25.00	Transportation Improvement Program	<u>40,800</u>
44.26.00	Planning Emphasis Areas	<u> </u>
44.26.12	Coordination of Non-Emergency Human Service Transportation	<u>25,600</u>
44.26.13	Participation of Transit Operators in Metropolitan Planning	<u> </u>
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	<u> </u>
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	<u> </u>
44.26.16	Incorporating Safety & Security in Transportation Planning	<u> </u>
44.27.00	Other Activities	<u> </u>
	Total Net Projects Cost	<u>\$182,957</u>

Accounting Classifications

44.30.01	Personnel	<u> </u>
44.30.02	Fringe Benefits	<u> </u>
44.30.03	Travel	<u> </u>
44.30.04	Equipment	<u> </u>
44.30.05	Supplies	<u> </u>
44.30.06	Contractual	<u>\$182,957</u>
44.30.07	Other	<u> </u>
44.30.08	Indirect Charges	<u> </u>
	Total Net Projects Cost	<u>\$182,957</u>

Fund Allocations

44.40.01	MPO Activities	<u>\$182,957</u>
44.04.02	Transit Operator Activities	<u> </u>
44.40.03	State and/or Local Agency Activities	<u> </u>
	Total Net Projects Cost	<u>\$182,957</u>

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**Section 5305(d) Grant Management Information System
Planning Line Item Codes- Fiscal Year 2019-20
(Total Dollars)**

Technical Classifications:

44.21.00	Program Support and Administration	<u>\$51,000</u>
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	<u>94,696</u>
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	<u>51,000</u>
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	<u>32,000</u>
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
	Total Net Projects Cost	<u>\$228,696</u>

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	<u>\$228,696</u>
44.30.07	Other	
44.30.08	Indirect Charges	
	Total Net Projects Cost	<u>\$228,696</u>

Fund Allocations

44.40.01	MPO Activities	<u>\$228,696</u>
44.04.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
	Total Net Projects Cost	<u>\$228,696</u>
	Federal Share (80%)	<u>\$182,957</u>
	Local Share (20%)	<u>\$45,739</u>

Accounting Classification	FPC	Description	
91.37.08.8P-2	02	Technical Studies - Planning	<u>\$228,696</u>

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**North
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Florida
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October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail Application Notices

STAFF RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee recommend that the Metropolitan Transportation Planning Organization:

- 1. Refer the Transportation Alternatives Program, Safe Routes to School and Shared-Use Nonmotorized Trail grant applications to Alachua County and the City of Gainesville; and**
- 2. Authorize the Chair to endorse, as necessary, the Transportation Alternatives Program, Safe Routes to School and Shared-Use Nonmotorized Trail grant applications by Alachua County and the City of Gainesville for the projects with the Gainesville Metropolitan Area:**

BACKGROUND:

The Metropolitan Transportation Planning Organization has received notification of the Transportation Alternatives Program and Shared-Use Nonmotorized Trail grant application cycles (see Exhibits 1 and 2). These notifications were forwarded to Alachua County and City of Gainesville staff (see Exhibits 3 and 4).

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

- *Archer Road bicycle/pedestrian trail from SW 75th Terrace to SW 41st Boulevard;*
- *SW 27th Street bicycle/pedestrian trail from Williston Road to SW 35th Place;*
- *NW 19th Lane bicycle/pedestrian facility from NW 16th Terrace to NW 13th Street;*
- *NE 18th Avenue sidewalk from NE 12th Street to NE 15th Street; and*
- *NW 42nd Avenue sidewalk from NW 18th Street to NW 16th Street.*

Additional exhibits include:

- Exhibit 5 - Transportation Alternatives Program eligibility criteria;
- Exhibit 6 - Transportation Alternatives Program grant application;
- Exhibit 7 - Safe Routes to School Application Guidance;
- Exhibit 8 - Safe Routes to School Application;
- Exhibit 9 - Shared-Use Nonmotorized Trail Application; and
- Exhibit 10 - List of Priority Projects Bicycle/Pedestrian Project Priorities.

Attachments

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

EXHIBIT 1



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue, MS 2007
Lake City, FL 32025-5874

KEVIN J. THIBAUT, P.E.
SECRETARY

September 13, 2019

Gainesville MTPO: Sent via e-mail

Dear Mr. Koons,

The Florida Department of Transportation is soliciting project applications for the Transportation Alternatives Program for the Work Program cycle for Fiscal Year 2026. The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. The Transportation Alternatives Program replaces the Transportation Enhancement Program of prior years. The application form is attached.

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

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

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

For Alachua County, the following Transportation Alternatives Projects are already in the tentative FY2020- FY2025 work program and do NOT need a new application (this list includes projects inside and outside the MTPO boundary):

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

Please note the following:

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

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

Please submit separate projects on separate application forms. Submit completed applications to me no later than December 13, 2019. The application may be sent by email or regular mail at the address below.

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

Sincerely,



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

EXHIBIT 2



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue, MS 2007
Lake City, FL 32025-5874

KEVIN J. THIBAUT, P.E.
SECRETARY

September 16, 2019

Gainesville MTPO: Sent via e-mail

The Florida Department of Transportation is soliciting project applications for the Shared-Use Nonmotorized Trail (SUN Trail) program for the Work Program cycle for Fiscal Year 2026. The SUN Trail Program was created in 2015 to develop a statewide system of paved multi-use trails for bicyclists and pedestrians, physically separated from the road. The Department receives an annual allocation of approximately \$25,000,000 in SUN Trail funds per year to be allocated statewide.

Eligible Projects: The following types of projects are eligible for SUN Trail funding:

1. Documentation that the project will be developed as a paved multi-use trail within the SUN Trail network: at minimum this will include transmittal of a map illustrating the project limits within the SUN Trail network, the typical section schematic, and applicable information must be provided in the "Request for Funding".
2. Documentation provided that the project is a priority of the applicable authority: at minimum this will include transmittal of an adopted prioritization list of projects/supporting resolution and other applicable information provided in the "Request for Funding".
 - a. If the project is within a boundary of a MPO, it must be a MPO priority.
 - b. If outside of MPO boundaries, the project must be a priority of the county (inclusive of their municipalities), tribal government, federal or state agency.
3. Documentation that a non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager): this will include transmittal of applicable "Request for Funding" information.
4. Documentation that the project is consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s): this will include applicable project concurrency information.

Eligible Applicants: City and County Government, State Agencies, Federal Agencies, Tribal Government and MPO's may submit applications. Private citizens, non-profit organizations and similar "Friends of ..." organizations may fill out the applications. However, the application will only be considered if it is signed by the above long-term trail manager.

Number of Applications: Applicants may submit an unlimited number of grant applications, for any number of project sites. Each project site needs a separate application form.

Application Deadline: Completed applications, including maps, an estimate, prioritization and required signatures must be received **no later than 5:00 p.m. Eastern Standard Time (EST) on December 20, 2019.** This is a firm deadline and will not be extended.

How to Submit an Application: The preferred method is to submit the application through the new Grant Application Program (GAP – online system) by clicking here: <https://www.flgap.com/>. GAP System Support is provided at: 888-238-9707 or flgap@blackcatsupport.com. This system will accept SUN Trail applications beginning October 1, 2019.

A user id is required for access to GAP. Please email me with the name, title, mailing address, phone number and email address of the person who will be uploading the application to GAP.

Because the GAP system is still a new system, applicants having difficulty with GAP may submit projects directly to Barney Bennette at the email or postal mailing address below. Submit completed applications **no later than 5:00 p.m. Eastern Standard Time (EST) on December 20, 2019.** This is a firm deadline and will not be extended.

For Alachua County, the following SUN Trail Projects are already in the tentative FY 2020 - FY2025 work program or a valid application is on file. These do NOT need a new application. This list includes projects inside and outside the Gainesville MTPO boundary. The Department also sent a separate solicitation letter to Alachua County.

FM Number	Trail System	Description	Status in the Tentative Work Program
4391751	Nature Coast Trail Extension	SR 26 from Jonesville to Newberry	Design: FY 2024 Construction: Unfunded
4399342	Archer Road	SR 24 (Archer Road) from SW 75th Terrace to SW 41st Blvd	Design: FY 2017 Construction: FY 2020
N/A	Hawthorne to Palatka	SR 20 at US 301 Pedestrian Bridge	Unfunded Valid application on file
N/A	Nature Coast Trail Extension	SR 24 Newberry Lane to NW 260th Street (Thru Newberry)	Unfunded Valid application on file
N/A	Archer to Bronson	SR 24 from Archer to Bronson (Note SUN Trail network ends at Levy County Line)	Unfunded Valid application on file

Please note the following:

- Projects off the State Highway System must be designed and constructed by the Local Agency via a Joint Participation Agreement (JPA).
- The Department does not intend to fund right of way acquisition except under very limited circumstances. If all the Right-of-Way necessary to construct the project is not currently in public ownership, a method to acquire the right of way should be described in the application.

Once an application is received, it will be evaluated for constructability, financial feasibility, and prioritized. If the project is programmed, the local agency will be notified that the project will be added to the Tentative 5-Year Work Program.

There is an extensive amount of information about the SUN Trail program at www.floridasuntrail.com . If you have any questions or comments or need further clarification, please call me at (386) 961-7878 or (800) 749-2967, Extension 7878.

Sincerely,

 Barney Bennette	Transportation Planning Manager Florida Department of Transportation, District 2 1109 S. Marion Avenue, Mail Station 2007, Lake City, FL 32025-5874 email: barney.bennette@dot.state.fl.us
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From: Mike Escalante
Sent: Friday, September 13, 2019 5:15 PM
To: Deborah Leistner (leistnerd@cityofgainesville.org); Jeff Hays (jhays@alachuacounty.us)
Cc: Dekova Batey (bateydt@ci.gainesville.fl.us); Chris Dawson; Scott Koons
Subject: FW: Gainesville MTPO - Transportation Alternatives Program Solicitation for FY 2026
Attachments: Transportation Alternatives Project Application FY 2026.pdf; FDOT TAP Eligibility Guidance 2019.pdf; Gainesville MTPO - TAP Solicitation 2026 letter.pdf

FYI,

The TAP application deadline precedes the MTPO December meeting. Therefore, if you are interested in submitting any applications, please provide an appropriate project description by October 11, 2019. This will enable us to include an agenda item for authorizing the MTPO Chair to sign/endorse any applications to be submitted to FDOT at the October 28, 2019 MTPO meeting

mike



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

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

From: Bennette, Barney [<mailto:Barney.Bennette@dot.state.fl.us>]
Sent: Friday, September 13, 2019 4:50 PM
To: Schwabacher, Mari; Lynn Godfrey; Mike Escalante; Scott Koons
Subject: Gainesville MTPO - Transportation Alternatives Program Solicitation for FY 2026

The Florida Department of Transportation is now soliciting for potential FY 2025 Transportation Alternatives Program projects. Attached for your use is an application form and letter requesting applications as well as an updated copy of the Project Eligibility Guidance.

The application may be submitted by email or to the postal address below.

The Transportation Alternatives Program (TAP) was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. TAP projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

For more information on the Transportation Alternatives Program, please see <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

Applications are due back to the Department by December 13, 2019. Feel free to submit the applications earlier if possible. All applications should be sent to Barney Bennette at the following email or postal address:

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

Help keep this email list current. If you'd like to be removed from further solicitations, or if you know someone that needs to be added, please reply to this email and let me know.

Thanks,

Barney Bennette, PE
Florida Department of Transportation, District 2
Transportation Planning Manager
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821

From: Mike Escalante
Sent: Monday, September 16, 2019 5:06 PM
To: Deborah Leistner (leistnerdl@cityofgainesville.org); Jeff Hays (jhays@alachuacounty.us)
Cc: Dekova Batey (bateydt@ci.gainesville.fl.us); Chris Dawson; Scott Koons; 'Dixon, Linda B'
Subject: FW: Gainesville MTPO - SUN Trail Program Solicitation for FY 2026
Attachments: SunTrail_RequestForFunding.pdf; Gainesville MTPO - SUN Trail Solicitation 2026 letter.pdf

FYI,

Although the SUNtrail application deadline is soon after the MTPO December meeting, we will include the topic in the October MTPO and advisory committees meetings along with the TAP and SR2S applications. Therefore, if you are interested in submitting any SUNtrail applications for projects within the Gainesville Metropolitan Area, please provide an appropriate project description by October 11, 2019. This will enable us to include an agenda item for authorizing the MTPO Chair to sign/endorse any applications to be submitted to FDOT at the October 28, 2019 MTPO meeting

mike



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

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

From: Bennette, Barney [<mailto:Barney.Bennette@dot.state.fl.us>]
Sent: Monday, September 16, 2019 4:53 PM
To: Schwabacher, Mari; Lynn Godfrey; Mike Escalante; Scott Koons; kwright@highsprings.us
Subject: Gainesville MTPO - SUN Trail Program Solicitation for FY 2026

The Florida Department of Transportation (FDOT) is soliciting new proposals for funding Regional Trail System and Individual Trail projects through the **Shared-Use Nonmotorized (SUN) Trail program** for inclusion in the Tentative Five Year Work Program development cycle. Projects programmed for this cycle will be funded as early as Fiscal Years FY 2026.

Authorization for the SUN Trail program is under [Section 339.81, Florida Statutes](#). FDOT will consider the following phases of project development: corridor planning, preliminary, and environmental planning; design; acquisition of right-of-way; new construction; or reconstruction of trail surfaces and bridges, and maintenance.

To receive consideration for SUN Trail funding, a complete "Request for Funding" for each eligible Regional or Individual Trail project with applicable information, including the prioritization and required signatures **no later than 5:00 p.m., Eastern Standard Time, December 20, 2019**. Applications should be submitted via the Grant Application Program.

Proposals not meeting the Eligibility Criteria, and ineligible projects and phases will not receive funding consideration. New proposals for funding consideration should be submitted if a project was previously deemed ineligible, but now meets the Eligibility Criteria or if FDOT did not receive complete project information during the prior solicitation period.

For complete information regarding the Florida Shared-Use Nonmotorized (SUN) Trail Program, please visit www.floridasuntrail.com

Thanks,

Barney Bennette, PE
 Florida Department of Transportation, District 2
 Transportation Planning Manager
 1109 S. Marion Avenue, MS 2007

Lake City, FL 32025-5874

(386) 961-7878

barney.bennette@dot.state.fl.us

PE # 41821

Florida Department of Transportation

Transportation Alternatives Set-Aside Program Guidance and Procedures

Fiscal Year 2020

Effective June 2019



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Important Information for Project Sponsors

- Transportation Alternatives Set-Aside (TA Set-Aside) is a federal cost reimbursement grant program-- no money is provided upfront.
- Normally, the federal share for TA Set-Aside projects is the same as for the general Federal-aid Highway Program: 80 percent federal/20 percent state and/or local match. However, the State of Florida has elected to utilize toll credits to serve as the state and local match for the TA Set-Aside program. Therefore, project sponsors are not required to provide the 20 percent match. For "over 200,000 population" funds, Metropolitan Planning Organizations (MPOs) within Transportation Management Areas (TMAs) may solicit a local match as part of their program guidelines.
- Projects must conform to one of the 10 categories of eligibility, as described on page 13 of this guidance.
- Effective December 2015, with the passing of the Fixing America's Surface Transportation (FAST) Act, nonprofit organizations that oversee the administration of local transportation safety programs are now eligible project sponsors. All other non-profits remain ineligible.
- FDOT requires infrastructure projects be implemented by a Local Agency Program (LAP) certified agency; this includes phases of work leading to construction, or activities specifically identified in the definition of "construction" in Title 23 of the United States Code, Section 101(a)(4). Non-profit organizations are not eligible for LAP certification. Note: In limited circumstances, planning studies and research studies would not require LAP certification.
- If the project sponsor is not LAP certified, they may partner with a LAP certified agency to serve as the implementing agency. The implementing agency must be LAP certified at the time the project is programmed. An overview of the requirements of federally funded projects and FDOT local project implementation process can be found in the FDOT LAP Manual at <https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtm>.
- Non-infrastructure projects do not require LAP certification; this includes equipment purchases. These projects will be treated as non-traditional federal awards. Please see the FDOT Work Program Instructions for more information on non-traditional federal awards.
- FDOT is a decentralized agency, and each FDOT district office is responsible for administering their share of TA Set-Aside funding in compliance with the FAST Act. For district TA Set-Aside information and contacts, see Appendix A of this guidance.
- Safe Routes to School (SRTS) projects are eligible for TA Set-Aside funding but will need to comply with the Florida SRTS program requirements if FDOT SRTS program funds are to be used on any phase of the project. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

Purpose

This Transportation Alternatives Set-Aside (TA Set-Aside) Guidance was developed by the Florida Department of Transportation (FDOT) in response to the changes resulting from the passage of the Fixing America's Surface Transportation Act. This document was developed to provide guidance for the consistent implementation of TA Set-Aside across the State and will be updated annually.

This document provides information on how FDOT administers TA Set-Aside funding, including:

- Eligible project sponsors
- Eligible project activities
- Project applications
- Project selection, and
- Other regulatory requirements

Background

Transportation Alternatives Set-Aside is a continuation of a federal transportation funding program first established as the Transportation Enhancement Program under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Transportation Enhancement Program saw little to no changes from 1991 to 2012 as it was carried forward through two subsequent transportation funding bills: The Transportation Efficiency Act for the 21 Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

However, the Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in 2012 established a new program to provide for a variety of alternative transportation projects. The Transportation Alternatives Program (TAP) consolidated funding from Transportation Enhancements, Safe Routes to School, and the Recreational Trails Program (RTP), which were separately funded programs under SAFETEA-LU, into a single funding source. RTP funding was made a set-aside from the TAP funds; unless the Governor opts out, the RTP apportionment was to be set aside from the State's TAP funds specifically for RTP.

In December 2015, the Fixing America's Surface Transportation (FAST) Act was passed, eliminating MAP-21 TAP and replacing it with "a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA)." The new program, referred to as the [Transportation Alternatives Set-Aside or TA Set-Aside](#), includes all the same provisions as TAP, with one notable change: nonprofit organizations that oversee the administration of local transportation safety programs are now eligible project sponsors. In Florida, RTP is set-aside from the State's TA funds.

Transportation Alternatives Set-Aside Overview

The TA Set-Aside program provides funding for programs and projects consistent with details described under 23 U.S.C. 133(h)(3), including 1) Transportation Alternatives, 2) Recreational Trails Program, 3) Safe Routes to School Program, and 4) planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.¹

Florida administers TA Set-Aside funds through the Florida Department of Transportation (FDOT); the Florida Department of Environmental Protection manages the Recreational Trails Program (RTP) funds. For more information on the administration of RTP funds, visit <https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program>. This program guidance will focus on how the remaining TA Set-Aside funds are administered by FDOT for Transportation Alternatives. Note that FDOT includes Safe Routes to School as eligible projects under Transportation Alternatives.

¹ Note that Florida has opted not to use TA Set-Aside funds for planning, designing or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Transportation Alternatives Funding

Nationally, \$850 million is available for eligible projects through the TA Set-Aside program in FY2020.² As defined in the FAST Act, each state receives the same proportionate share of these funds as they received in FY2009 through the Transportation Enhancement Program. This translates into an overall apportionment of \$51,733,446 in TA Set-Aside funds for the State of Florida in FY2020, including Recreational Trails Program (RTP) funding.³

Funding Allocations

Per the legislation, Florida has set aside \$2,602,532 for the RTP in FY2020, and the remaining \$49,130,914 is allocated to Transportation Alternatives and then divided into two categories:

1. Fifty (50) percent of the funds are allocated to any area of the State (“any area”).
2. Fifty (50) percent of the funds are sub-allocated to areas based on population (“by population”).

The “any area” funds may be used on any project within the state, while “by population” funds must be spent in the region to which they are allocated. The “by population” sub-allocations are based on the share of the population located in the following areas of the State according to the most recent Census:

- Areas with a population of 5,000 or less;
- Areas with a population between 5,001 and 200,000;
- Areas with an urbanized area population greater than 200,000

The funding allocations are further explained below. Figure 2 provides a flowchart of Florida’s distribution of FY2020 TA Set-Aside Program funds.

Statewide TA Set-Aside or “Any Area” funds - FDOT work program fund code TALT

The FAST Act allocates funding to be used statewide at the discretion of the state.

- Approximately \$24.5 million has been allocated to FDOT for “any area” funds in FY 2020.
- Funding can be used anywhere in the state.
- TALT (any area) funds are apportioned to districts using a statutory formula that is based on population and fuel tax.
- The competitive application round for these funds is open to all eligible sponsors within FDOT districts, including sponsors located in urbanized areas that receive TA Set-Aside funding allocations

“By Population” funds

Areas with less than 5,000 Population - FDOT work program fund code TALN

The FAST Act allocates funding to areas with less than 5,000 population. Approximately \$3 million has been allocated to FDOT for this population category in FY 2020.

Areas with greater than 5,000 but less than 200,000 Population - FDOT work program fund code TALL

The FAST Act allocates funding to areas of greater than 5,000 but less than 200,000 population. Approximately \$3.3 million has been allocated to FDOT for this population category in FY 2020.

Areas with greater than 200,000 Urbanized Population - FDOT work program fund code TALU

The FAST Act allocates funding directly to urbanized areas with a population greater than 200,000, otherwise known as Transportation Management Areas (TMAs).

² <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

³ Estimate based on 2019 distribution: https://www.fhwa.dot.gov/legisregs/directives/notices/n4510832/n4510832_t2.cfm

- According to the Federal Register, Volume 77, No. 138⁴, there are 15 designated TMAs in Florida: Miami, Tampa-St. Petersburg, Orlando, Jacksonville, Sarasota-Bradenton, Cape Coral, Palm Bay-Melbourne, Port St. Lucie, Palm Coast-Daytona Beach-Port Orange, Pensacola, Florida-Alabama, Kissimmee, Bonita Springs, Lakeland, Tallahassee, and Winter Haven.
- Florida has 27 Metropolitan Planning Organizations (MPOs) serving metropolitan areas with a wide range of population sizes. In Florida, MPOs are also referred to as Transportation Planning Organizations (TPO) and Transportation Planning Agencies (TPA); for the purposes of this document, they will collectively be called MPOs. Eighteen (18) of the State’s 27 MPOs are represented within the State’s fifteen 15 TMAs (Figure 1).
 - » Approximately \$19 million in “over 200K population” funds for TMAs has been allocated to FDOT for FY2020. This amount is divided among the 15 TMAs based on population (Figure 2).
 - » Eligible entities (Project Sponsors) within TMAs submit eligible projects which are prioritized and selected through a competitive process administered by the MPOs in consultation with their FDOT district office.

FDOT is a decentralized agency, and each FDOT district office receives an apportionment of TA Set-Aside funds to administer through a competitive process in compliance with the FAST Act. The FY2020 funding apportionment by FDOT district is detailed in Table A.

Table A: Florida Transportation Alternatives Set-Aside Funding Apportionment by FDOT District, FY2020

District	Any Area Funds (FDOT Fund Code TALT)	Population < 5K (FDOT Fund Code TALN)	Population > 5K but < 200K (FDOT Fund Code TALL)	Population > 200K (FDOT Fund Code TALU)	Total
1	\$3,461,501	\$384,463.05	\$545,541	\$2,544,874	\$6,936,378
2	\$2,777,848	\$689,377.01	\$687,280	\$1,391,796	\$5,546,301
3	\$1,824,492	\$739,743.56	\$608,347	\$750,009	\$3,922,592
4	\$4,557,648	\$105,532.22	\$182,987	\$4,432,039	\$9,278,206
5	\$5,180,441	\$267,635.92	\$819,011	\$3,431,663	\$9,698,750
6	\$3,108,324	\$52,693.40	\$63,890	\$3,248,608	\$6,473,515
7	\$3,655,204	\$58,849.85	\$370,744	\$3,190,373	\$7,275,171
FDOT Total	\$24,565,457	\$2,298,295	\$3,277,801	\$18,989,362	\$49,130,914

Source: FDOT Work Program and Budget, October 30, 2018. Figures do not include Recreational Trails Program funding. Figures may vary slightly from Federal Register (Figure 2) due to rounding.

Note: Table A describes federal funding that has been allocated for FY2020 via legislation and apportioned to FDOT districts. However, FDOT operates under a 5-year work program in order to maximize production and service capabilities. Project applications submitted in FY2020 will be tied to FY2025 planning and funding. Check with your district and/or MPO for more information on amounts available for project applications.

Funding and Matching Requirements

Normally, the federal share for TA Set-Aside projects is the same as for the general Federal-aid Highway Program: 80 percent federal/20 percent state and/or local match. However, the State of Florida has elected to utilize toll credits to serve as the state and local match for the TA Set-Aside program. Therefore, project sponsors are not required to provide the 20 percent match.

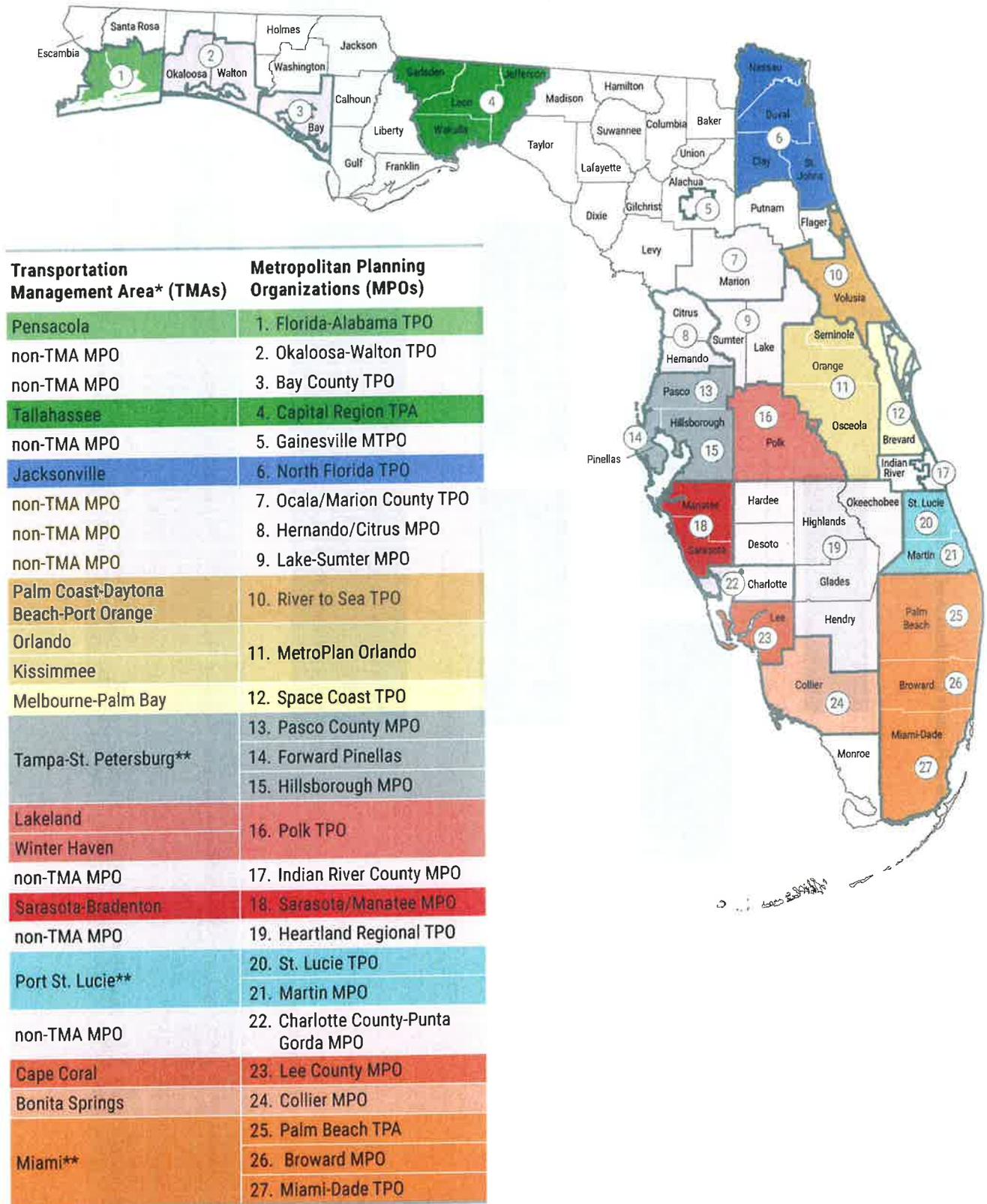
FDOT generally administers TA Set-Aside projects through the Local Agency Program (LAP). Information on the LAP can be found on FDOT’s LAP webpage at <https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtml>.

Cost Reimbursement of Approved Expenses

TA Set-Aside is a cost reimbursement grant program. Projects must go through multiple levels of review and approval to become eligible for reimbursement. Once the Federal Highway Administration (FHWA) has authorized a project and the project sponsor has entered into an agreement with FDOT, project costs may be incurred and ultimately reimbursed. Note that costs incurred prior to FHWA authorization and execution of the agreement are not eligible for reimbursement.

⁴ <https://www.govinfo.gov/content/pkg/FR-2012-07-18/pdf/2012-17514.pdf>

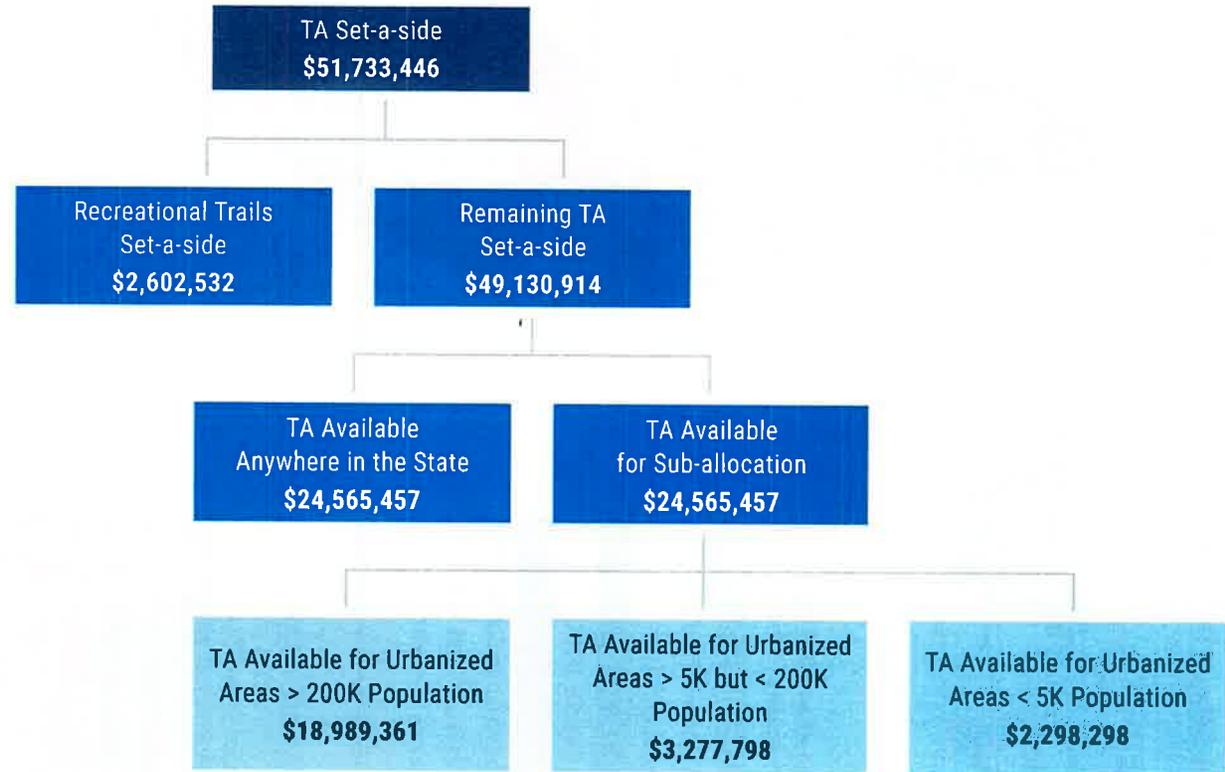
Figure 1: Map of Florida Metropolitan Planning Organizations



* Urbanized population over 200,000

** Tampa-St. Petersburg, Port St. Lucie and Miami TMA's contain multiple MPOs.

Figure 2: Florida's Distribution of TA Set-Aside Program Funds

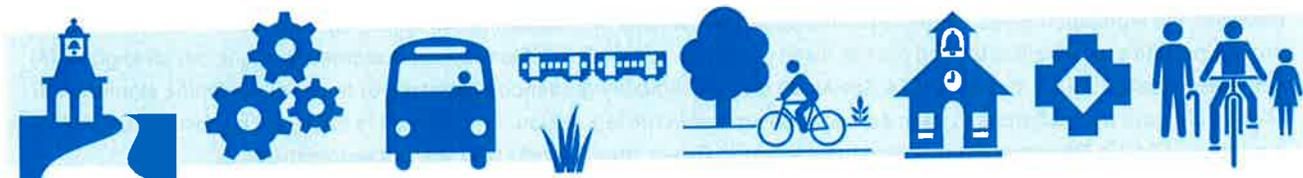


TMA	Sarasota-Bradenton	Cape Coral	Bonita Springs	Lakeland	Winter Haven	Jacksonville	Pensacola	Tallahassee	Port St. Lucie	Miami	Orlando	Melbourne-Palm Bay	Palm Coast-Daytona Beach-Port Orange	Kissimmee	Tampa-St. Petersburg					
District	1	1	1	1	1	2	3	3	4	4	5	5	5	5	7					
MPOs included in TMA	Sarasota/Manatee MPO	Lee County MPO	Collier MPO	Polk TPO	Polk TPO	North Florida TPO	Florida-Alabama TPO	Capital Region TPA	St. Lucie TPO	Martin MPO	Broward MPO	Palm Beach TPA	Miami-Dade TPO	MetroPlan Orlando	Space Coast TPO	River to Sea TPO	MetroPlan Orlando	Forward Pinellas	Hillsborough MPO	Pasco County MPO

Source: Federal Register, Volume 77, No. 138, <https://www.govinfo.gov/content/pkg/FR-2012-07-18/pdf/2012-17514.pdf>

Eligible Entities (Project Sponsors)

Eligible entities are those that can receive TA Set-Aside program funds. The FAST Act carried forward the eligible entities from the TAP in MAP-21 and adds “non-profit entities responsible for the administration of local transportation safety programs” as eligible sponsors. Eligible project sponsors descriptions below are adapted from 23 U.S.C. 213(c)(4)(B).



- **Local governments.** Local government entities include any unit of local government below a State government agency, except for an MPO*. Examples include city, town, township, village, borough, parish, or county agencies.
- **Regional transportation authorities.** Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section of the legislation [23 U.S.C. 135(m)].
- **Transit agencies.** Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
- **Natural resource or public land agencies.** Natural resource or public land agencies include any federal, tribal, state, or local agency responsible for natural resources or public land administration. Examples include:
 - » State or local park or forest agencies;
 - » State or local fish and game or wildlife agencies;
 - » Department of the Interior Land Management Agencies; and
 - » U.S. Forest Service.
- **School districts, local education agencies, or schools.** School districts, local education agencies, or schools may include any public or non-profit private school. Projects should benefit the general public and not only a private entity.
- **Tribal governments**
- **Non-profit entity responsible for the administration of local transportation safety programs.** Examples include a non-profit entity responsible for:
 - » a local program implementing construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and
 - » a safe routes to school program.
- **Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails that the State determines to be eligible and consistent with the goals of 23 U.S.C. 213 (c).**

**The Florida Department of Transportation and Metropolitan Planning Organizations (MPO) are not eligible project sponsors; however, they may partner with an eligible project sponsor and serve as the implementing agency to help a project sponsor carry out a project.*

Non-profit organizations are not eligible project sponsors unless they qualify through one of the eligible entity categories listed above (e.g., where a non-profit organization is a designated transit agency, school, or an entity responsible for the administration of local transportation safety programs). Non-profit organizations that do not qualify via the legislation are eligible to partner with any eligible entity on an eligible project, if State or local requirements permit.

FDOT requires infrastructure projects be implemented by a LAP certified agency; this includes phases of work leading to construction, or activities specifically identified in the definition of “construction” in Title 23 of the United States Code, Section 101(a)(4). In limited circumstances, planning studies and research studies would not require LAP certification. Non-profit organizations are not eligible for LAP certification. If the project sponsor is not LAP certified, they may partner with a LAP certified agency to serve as the implementing agency. An overview of the requirements of federally funded projects and FDOT local project implementation process can be found in the FDOT LAP Manual at <https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtm>.

Non-infrastructure projects do not require LAP certification; this includes equipment purchases. These projects will be treated as non-traditional federal awards. Please see the FDOT Work Program Instructions for more information on non-traditional federal awards.

Eligible Projects and Activities

TA Set-Aside funds may be obligated for projects or activities described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213(b)(1) as such provisions were in effect on the day before the date of enactment of the FAST Act. To be eligible for funding under the TA Set-Aside program, projects must fall under at least one of the ten categories outlined in the legislation (Table B).

However, the legislation gives “states and Metropolitan Planning Organizations (MPOs)...discretion about how to establish project priorities, or whether to fund (or not fund) particular categories. There is no requirement to consider all eligible TA activities equally.”⁵ FDOT developed TA Set-Aside project eligibility guidance (Appendix B) to provide specific examples of eligible projects and activities in each category described in the legislation. The content is based on guidance from FHWA, and input from FDOT’s Transportation Alternatives Working Group, made up of FDOT district representatives.

Note that the FDOT TA Set-Aside Project Eligibility Guidance is not intended to be comprehensive, but instead provides examples to assist applicants in understanding eligible project types. The final decision on project eligibility remains at the discretion of the district reviewing the application as long as it is consistent with federal eligibility.

Table B: TA Set-Aside Eligible Project Categories

TA Set-Aside Eligible Project Categories	
1.	Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2.	Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3.	Conversion and use of abandoned railroad corridors for non-motorized use
4.	Construction of turnouts, overlooks, and viewing areas
5.	Inventory, control or removal of outdoor advertising
6.	Historic preservation and rehabilitation of historic transportation facilities
7.	Vegetation management practices in transportation rights of way
8.	Archaeological activities related to impacts from transportation projects
9.	Environmental mitigation activities
10.	Safe Routes to School: Safe Routes to School projects are eligible under TA Set-Aside. For additional information on eligible activities, see https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#EligibleProjects . Note: FDOT also has a state Safe Routes to School Program. For more information on that program visit https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm

Note: Utility work is not eligible for funding unless it’s incidental to a project and in-kind replacement, such as relocating a manhole when creating a bike lane.

Project Eligibility Determinations

Project sponsors should propose projects that clearly fit into the eligible categories defined in this document. It is the responsibility of the project sponsor to explain in their application how the project aligns with the guidelines for eligible project activities. FDOT districts will make the final determination on project eligibility and will disallow any project that is not clearly eligible.

⁵ https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

Project Sponsor Expectations and Requirements

It is the responsibility of each project sponsor to read this guidance, and any additional guidance or materials from their district or MPO as appropriate, and become familiar with the application, selection, and implementation procedures associated with the FDOT TA Set-Aside program. Applying for federal funds begins a significant undertaking, which must be led by the project sponsor from start to finish. Project sponsors unable to navigate the federal requirements may be subject to forfeiture of awarded funds and project cancellation. Note: the use of federal funds on any phase of the project federalizes all phases of the project, meaning that all other phases of the project also become subject to federal requirements.

An overview of the requirements and process for a locally-administered federal project can be found in the FDOT Local Agency Program (LAP) Manual at <https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtml>. This manual describes the FDOT local project implementation process and requirements of federally funded projects, including those funded through the TA Set-Aside Program.

Project Application Submittal Process

Each FDOT district administers its portion of Florida’s TA Set-Aside Program funds through an annual competitive application process. This section generally describes the application cycle, application form and submittal process for TA Set-Aside funds. Please contact your appropriate FDOT district for specific information related to its application cycle and process; See Appendix A for district TA Set-Aside contact information.

Application Cycle

Applications for TA Set-Aside projects may be submitted on an annual basis. While each district office sets its own schedule for application submittals and evaluations, a general schedule that reasonably follows the Work Program cycle is provided in Table C. Applicants should contact their respective district office for specific schedule dates.

Table C: Typical FDOT TA Set-Aside Application Cycle (Varies by District)

Process Step	Date Range
Project Planning & Development	Ongoing
Application Solicitation	October - December
Application Submittal	January - February
Committee Presentations	March – April
Eligibility/Feasibility Determination	May – June
Work Program Estimate Update	July – mid-August
Submit Priority List	September

Application Form

FDOT has developed a sample TA Set-Aside application form that has been used by the districts in the development of district-specific application forms. The sample application is attached to this guidance document in Appendix C and can be used as a general reference, but please contact your appropriate FDOT district for specific information related to its application form.

Project Budget

The project application must include a well-defined scope of work which lays the foundation for an accurate budget. Budget considerations are very important, and an itemized list of anticipated expenses (including labor, supplies, materials and other anticipated costs) should be provided in the application. Cost estimates must be based on the year in which the project is anticipated to be delivered rather than the year that the application is submitted.

The budget should be divided into project development phases. The most common phases include planning, preliminary engineering, right-of-way acquisition, construction and Construction Engineering and Inspection (CEI) services. The budget should identify all sources of funding and how each activity will be funded. Sources of funds other than TA Set-Aside may include other federal funds (not US DOT funds), state, local, donated services, in-kind services, volunteer and Youth Conservation Corps.

Project sponsors are responsible for all cost overages, including those caused by inaccurate or incorrect project cost estimating.

Note: As each FDOT district has established procedures for administering its apportionment of Transportation Alternatives Set-Aside funding, some districts and MPOs have set minimum or maximum project costs, or both. Some districts only reimburse for selected phases of the project. It is the responsibility of the project sponsor to read relevant district and MPO application materials in addition to this guidance.

Application Submittal

FDOT districts work with and through their region's MPOs and counties to solicit and receive TA Set-Aside project applications.

MPO Areas

In all MPO areas, regardless of population, the MPOs manage the TA Set-Aside application collection. Applications are to be submitted to the MPO with copies provided to the respective FDOT district office. Please contact your FDOT district to obtain MPO contact information for the TA Set-Aside Program.

Areas Outside MPOs

For areas outside of MPOs, applications are to be collected by the appropriate county commission for submission to their respective FDOT district office.

Project Selection and Programming

The FAST Act requires TA Set-Aside projects be selected through a competitive selection process (23 U.S.C. 133(h)(2)). While FDOT is responsible for programming all TA Set-Aside funds, the legislation gives TMAs the authority to develop and administer their own competitive selection procedures for funds sub-allocated to areas with greater than 200,000 population. FDOT oversees TMA procedures and more directly manages selection of projects for all other TA Set-Aside funds, but consults with MPOs and local agencies, regardless of population size, to ensure that MPO and/or county priorities are considered.

Once the evaluation and prioritization process is completed and approved, the FDOT district office will program projects based on priority, the availability of funds, the implementing agency, and the capacity of the applying agency to implement the project.

FHWA has issued guidance that explains who is responsible for the selection process and Table D describes how TA Set-Aside project selection is managed in Florida. As neither the FAST Act nor FHWA have established standards, procedures, or processes for the competitive selection of projects, development of a competitive selection process is left to the State and MPOs.

TA Set-Aside Project Selection Criteria

Each agency that evaluates TA Set-Aside applications, whether an MPO, county, or FDOT district office, must utilize documented selection criteria to evaluate project applications. At a minimum, the selection criteria must include an assessment of sponsor and project eligibility, an assessment of project feasibility, and a description of additional selection factors to guide evaluation and prioritization by the appropriate parties. These three selection criteria categories are further described below.

1. **Eligibility.** Is the project sponsor an eligible applicant and does the project fit within the eligible project categories for the TA Set-Aside program? FDOT has developed TA Set-Aside project eligibility guidance (Table B) to clarify how the state interprets which specific projects are eligible in Florida. However, this guidance is not intended to be comprehensive, and the final decision on project eligibility remains at the discretion of the district.
2. **Feasibility.** Does the project face complex issues that would add cost or delay delivery? This may include consideration of:
 - » Right-of-Way availability
 - » Environmental impacts/permitting issues
 - » Utilities

Table D: FDOT TA Set-Aside Project Selection Process

Area Funds	FDOT and MPO Roles
Areas with > 200,000 urbanized population – TALU fund code	MPOs within the TMAs manage application solicitation, collection, review, prioritization and project selection in consultation with FDOT district office.
Areas with > 5,000 but <200,000 population – TALL fund code	FDOT district offices manage application solicitation in coordination with MPOs and Counties.
Areas with <5,000 population – TALN fund code	MPOs/Counties manage application collection, review and prioritization in collaboration with their FDOT district office.
Any area of the State – TALT fund code	FDOT district offices manage project selection with consideration of prioritized project submittals by MPOs and/or counties.

- » Constructibility
 - » Cost estimate
 - » Status of project sponsor or implementing agency's Local Agency Program (LAP) certification and/or history of project development
 - » Maintenance responsibility
3. **Support for TA Set-Aside Program Goals and Florida Planning Emphasis Areas (if applicable).** The criteria should support the intent of the TA Set-Aside program and must, at a minimum, include consideration of the following factors:
- » Project's effectiveness in supporting TA Set-Aside goals
 - » Documented safety need, particularly related to reducing the number of bicycle and pedestrian injuries and fatalities
 - » Public support for the project (a record of public involvement/support should be provided with application)
 - » Support for [Florida Planning Emphasis Areas](#)
4. **Additional selection factors.** Districts, MPOs and counties may also identify additional selection factors to address regional or local priorities.

These factors are not listed in order of importance and districts and MPOs may establish weights by which to prioritize them to meet local or regional needs. For more information on MPO Selection Criteria, please contact the appropriate MPO or district office.

Competitive Selection Process

FDOT is responsible for programming all TA Set-Aside funds and directly manages or oversees selection of projects in consultation with MPOs and local agencies, regardless of population size, to ensure that MPO and/or county priorities are considered.

MPO areas under 200,000 population

In all MPO areas under 200,000 population, the MPOs manage the TA Set-Aside application collection, review and prioritization in collaboration with their respective FDOT district office. Applications are typically reviewed and prioritized by various committees within the MPO structure using criteria established by the MPO which align with FDOT's district and statewide TA Set-Aside application selection criteria. The list of prioritized projects is then forwarded to the FDOT district office for eligibility and feasibility determination. Those projects determined eligible and feasible may then be considered for funding and programming in the FDOT Work Program.

Areas outside of MPOs

For areas outside of MPOs, counties will establish tentative priorities for projects in their area, which should align with FDOT's district and statewide TA Set-Aside application selection criteria. The respective FDOT district office will perform the project eligibility and feasibility reviews. Ideally, an advisory committee will evaluate and prioritize each project in counties outside of MPOs. Advisory committees should consist of county, municipal, and FDOT district staff. Interested members of the public may also be included. FDOT will finalize the list of priority projects after completing eligibility and feasibility determinations. Projects are then considered for funding and programming in the FDOT Work Program.

Project Selection Committees

To select projects through a fair and competitive process, it is important to establish advisory or selection committees to review the TA applications and properly evaluate the proposed projects. MPOs typically utilize existing committee structures such as Technical Advisory Committee or Bike/Ped Advisory Committees to establish project selection criteria for prioritizing the proposed projects. The resulting priority list is to be approved by the MPO or county, as appropriate, prior to submittal to FDOT for programming.

It is important that a similar committee be formed for projects in those areas with less than 200,000 in population. Such a committee should consist of both FDOT and Local Agency representatives, as well as interested citizens.

Some agencies incorporate project presentations as part of the evaluation process. Presentations address project specifics and emphasize the origin (county comprehensive plan, special area plan, MPO Long Range Transportation Plan, documented safety concern, etc.) and purpose of the project and its ability to address the intent of the TA Program.

Over 200,000 urbanized population

The FAST Act provides TMAs (urbanized areas with over 200K population) with and the authority to administer their own competitive selection procedure for TA Set-Aside funds. MPOs within the TMAs are responsible for communicating program guidance and eligibility criteria and a project scoring and selection procedure that reflects regional priorities. These MPOs must include the minimum requirements outlined in this guidance or may opt to use the competitive selection processes and materials developed by FDOT district offices for the other TA Set-Aside program funds. Regardless, when the competitive process and materials have been developed, the MPO must submit them to their respective FDOT district office for review in partnership with the FDOT Central Office to confirm that a required competitive process for eligible projects was used. The MPO must submit three documents to the district office prior to soliciting TA Set-Aside applications:

1. The MPO's competitive selection process, including:
 - a. Persons involved in project review, scoring and selection
 - b. A summary of the competitive selection process
 - c. A scoring matrix or weighting criteria, as relevant
2. Additional regional program guidance, as relevant
3. A list of eligible project activities. MPOs may use or adapt FDOT's eligible project list if choosing to fund only certain project categories. All project activities must comply with the federal legislation.

In TMAs with multiple MPOs, either the MPOs will each develop a priority list for TA funding applications or will coordinate and agree upon a single project priority list for the TMA. Once each TMA has finalized its regional project selection, it will submit a list of all selected projects to district offices. For a list of Florida TMAs and information on TMA funding allocations, please see Figure 1 and Figure 2.

Project Programming

Once the project evaluations are complete, priorities established, and selections made for inclusion in the Work Program, FDOT will prepare an official project estimate by phase, using budget information submitted by the project sponsor, for budgeting and programming purposes. Projects will be added to the FDOT Tentative Work Program according to the Work Program Instructions. In MPO areas, FDOT will coordinate with the MPO for any necessary amendments to the Transportation Improvement Program (TIP).

Other Regulatory Requirements

There are a number of state and federal regulatory requirements that apply to the TA Set-Aside program which are described in the [Local Agency Program \(LAP\) Manual](#). A district LAP Administrator will be able to assist with the interpretation and application of requirements, but it is the responsibility of the project sponsor to review the LAP Manual.

Below is a list of some of these requirements with which the project sponsor should be familiar.

- Agreements and Eligible Costs
- Reimbursement
- Public Involvement
- Environmental Clearance
- Consultant Selection for Project Development and Implementation
- Treatment of Projects
- Design and Implementation Requirements
- Right-of-Way Clearance
- Permits
- Bidding
- Construction
- Maintenance

Anticipated Roles for FDOT and Planning Partners

FDOT Central Office

- Create statewide guidance and policy.
- Develop and maintain a website with general information for the public, including project sponsors (<https://www.fdot.gov/planning/policy/TAsetaside/default.shtm>).
- Promote the program and disseminate information to partners and the public.
- Create statewide application and application guidance.
- Provide guidance on project eligibility and sponsor eligibility for applications.
- Maintain a database of submitted applications and awarded projects.

FDOT Districts

- Provide support to project sponsors as they develop applications.
- Work with Planning Partners (MPOs and Counties) to assess project eligibility and feasibility.
- Work with Planning Partners to review, comment, and rank applications.
- Enter into cost-reimbursable contractual agreements with sponsors to successfully deliver selected projects.

MPOs > 200,000 Urbanized Population (TMA MPOs)

- Communicate program guidance and eligibility criteria.
- Communicate funding availability to eligible sponsors.
- Review and rank applications through a competitive process.
- Select projects for their regional TA allocation.
- Assure projects recommended for funding can be delivered in a timely manner by the sponsor.

MPOs <200,000 Population

- Communicate funding availability to eligible sponsors.
- Assure that projects recommended for funding can be delivered in a timely manner by the sponsor.
- Review, rank and provide comments to Central Office for all applications received from their area.

Project Sponsors

- Identify the FDOT district TA Set-Aside program contact.
- Identify if the project falls within an MPO.
- Read the Florida Department of Transportation TA Set-Aside Program Guidance, and any additional guidance or materials from relevant FDOT districts or MPOs as appropriate to determine application cycle.
- Become familiar with the application, selection and implementation procedures associated with the FDOT TA Set-Aside program and the FDOT district or MPO as appropriate.

Resources

Federal Resources

The Federal Highway Administration TA Set-Aside implementation guidance: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm.

Federal Guidance for the Recreational Trails Program: http://www.fhwa.dot.gov/environment/recreational_trails/guidance/.

The Rails to Trails Conservancy tracks state spending of Transportation Alternatives funds through annual data collection from states. Project tracking information and annual spending reports are housed on the Transportation Alternatives Data Exchange (TrADE) site: <https://trade.railstotrails.org/index>.

Florida Resources

The Florida Department of Transportation's TA Set-Aside webpage: <https://www.fdot.gov/planning/policy/Tasetaside/default.shtm>.

The Florida Department of Transportation Safe Routes to School program webpage: <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

The Florida Department of Transportation Local Agency Program (LAP) website: <https://www.fdot.gov/programmanagement/LAP/default.shtm>.

The Florida Department of Environmental Protection Recreational Trails webpage: <https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program>

Coordination with Central Office

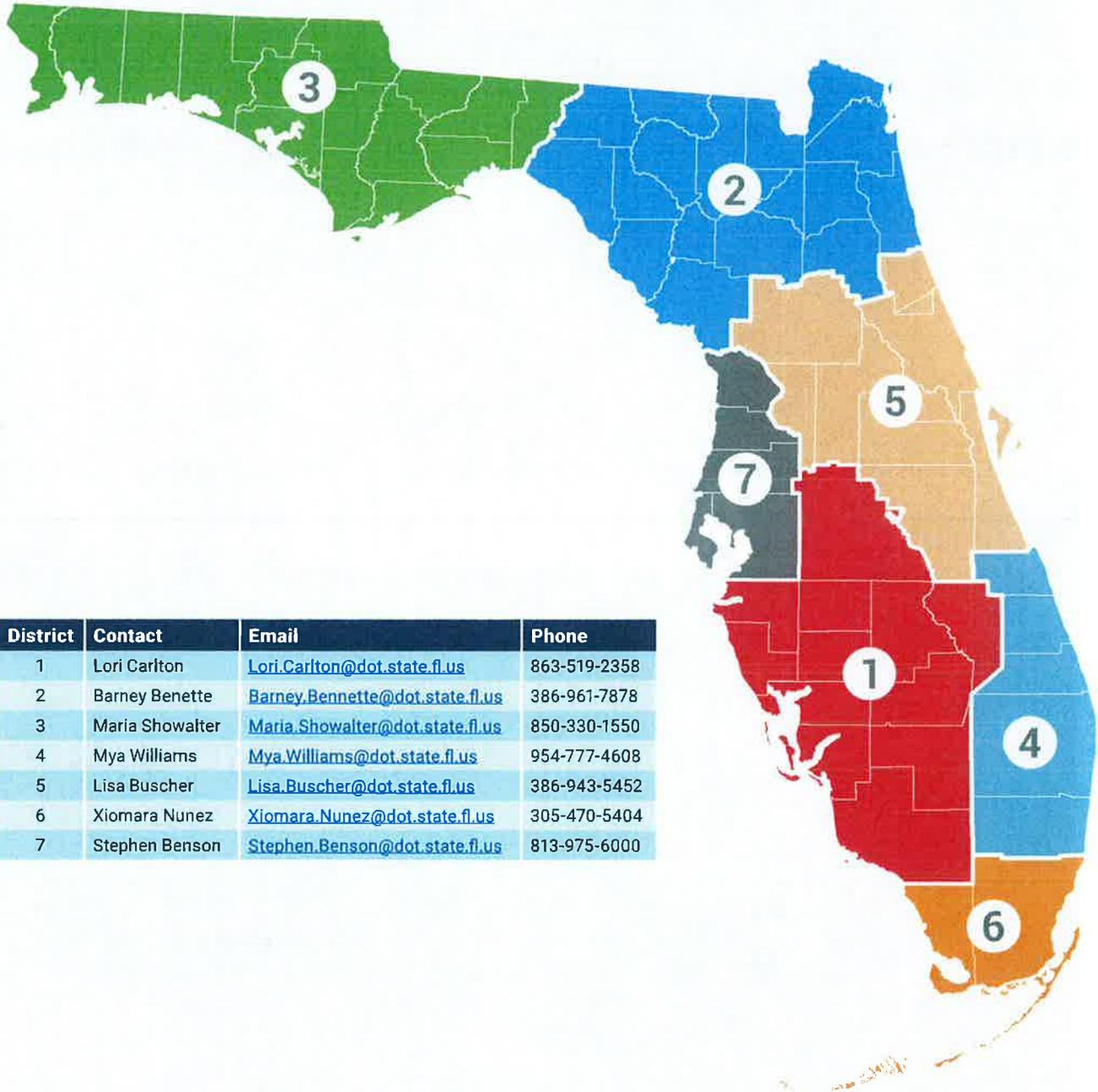
Chris Edmonston oversees FDOT's Transportation Alternatives Set-Aside Program and can assist with related questions.

Chris Edmonston | SIS Planning Manager
Florida Department of Transportation
Systems Implementation Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399
(850) 414-4813
chris.edmonston@dot.state.fl.us

Appendix

Appendix A

FDOT Districts and TA Set-Aside Program Contacts



District	Contact	Email	Phone
1	Lori Carlton	Lori.Carlton@dot.state.fl.us	863-519-2358
2	Barney Benette	Barney.Benette@dot.state.fl.us	386-961-7878
3	Maria Showalter	Maria.Showalter@dot.state.fl.us	850-330-1550
4	Mya Williams	Mya.Williams@dot.state.fl.us	954-777-4608
5	Lisa Buscher	Lisa.Buscher@dot.state.fl.us	386-943-5452
6	Xiomara Nunez	Xiomara.Nunez@dot.state.fl.us	305-470-5404
7	Stephen Benson	Stephen.Benson@dot.state.fl.us	813-975-6000

Appendix B

FDOT Transportation Alternatives Set-Aside Project Eligibility Guidance

Eligible	Not Eligible
1. Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)	
<ul style="list-style-type: none"> • Pedestrian infrastructure such as new sidewalks, crosswalks, etc. • Bicycle infrastructure such as bike lanes, bicycle parking, etc. • Bicycle racks for buses • Pedestrian and bicycle signals • Bike share infrastructure such as bikes, racks, kiosks • New or reconstructed off-road trails that serve a transportation need, such as trails that provide connections to schools, parks, or other public places • Amenities along a trail that serve trail users such as benches, trash cans, watering stations, pet amenities, bicycle repair stations, wayfinding signs, security cameras, etc. • Trailhead projects that serve trail users such as rest areas with benches, restrooms, trail access improvements, parking, kiosks, etc. • Bicycle and pedestrian bridges and underpasses • Lighting and other safety related infrastructure 	<ul style="list-style-type: none"> • Routine maintenance or replacement of existing sidewalks (unless ADA upgrades are needed) • Circular trails/sidewalks • Facilities located within a property that do not connect to other trails/sidewalks • General resurfacing of roadways • General recreation and park facilities: playground equipment, sports fields, campgrounds, picnic and pavilion areas
2. Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)	
<ul style="list-style-type: none"> • Americans with Disabilities Act of 1990 compliance projects such as rehabilitation of existing sidewalks, curb ramps, sidewalk widening, etc.) • Traffic calming techniques • Lighting and other safety related infrastructure • Traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety • Crosswalks • Pedestrian refuge areas • Crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety 	<ul style="list-style-type: none"> • Roadway lighting that doesn't benefit non-drivers • Promotional materials (except for Safe Routes to School; see Category 10) • Intersection realignments aimed at improving vehicular flow • Projects that reorganize pick-up and drop-off primarily for the convenience of drivers • Education programs that are primarily focused on bus safety • Improvements to school bus stops
3. Conversion and use of abandoned railroad corridors for non-motorized use	
<ul style="list-style-type: none"> • Developing rails-to-trails facilities, where there is an adjacent line that is no longer active • Trailhead projects that serve trail users, such as rest areas with benches, restrooms, trail access improvements, parking, etc. • Construction or reconstruction of multi-use trails within a railroad right-of-way, • Purchasing and converting unused railroad property for reuse as a trail 	<ul style="list-style-type: none"> • Trails for motorized vehicles • Maintenance of an existing trail
4. Construction of turnouts, overlooks, and viewing areas	
<ul style="list-style-type: none"> • Turnouts and viewing areas at scenic or historic sites • Right-of-way acquisition 	<ul style="list-style-type: none"> • Visitor center • Operation or maintenance • Marketing/promotional materials
5. Inventory, control or removal of outdoor advertising	
<ul style="list-style-type: none"> • Data collection • Removal 	<ul style="list-style-type: none"> • Administration or operating expenses
6. Historic preservation and rehabilitation of historic transportation facilities	
<ul style="list-style-type: none"> • Facilities on historic register or eligible for historic register. • Rehabilitation of historic surface transportation facilities (bridges, lighthouses, canals, etc.) • Historic toll and ferry facilities • Historic railroad facilities 	<ul style="list-style-type: none"> • Operating costs • Facilities not open to the public • Construction of replica facilities • Infrastructure not related to surface transportation (air and space) • Structures not on or eligible for the national historic register

Eligible	Not Eligible
7. Vegetation management practices in transportation rights of way	
<ul style="list-style-type: none"> • Removal of invasive species and plant native plants • Planting of native species that can help control erosion and ensure that roadsides are stable, look nice, and provide clear sightlines • Planting of vegetation to attract honey bees, monarch butterflies, etc. 	<ul style="list-style-type: none"> • Standalone landscaping • Planting of annuals
8. Archaeological activities related to impacts from transportation projects	
<ul style="list-style-type: none"> • Archaeological excavations and surveys related to a transportation project • Archaeological activities required as part of a TA Set-aside eligible project • Interpretation and display of artifacts discovered as part of a transportation project 	<ul style="list-style-type: none"> • Archaeological activities not related to a transportation project eligible under federal Title 23
9. Environmental mitigation activities	
<ul style="list-style-type: none"> • Pollution prevention, abatement and mitigation activities to address storm water management, control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities listed in Sections 133(b), 328(a), and 329. • Reduction in vehicle caused wildlife mortality such as a wildlife crossing or fencing • Restoration and maintenance of the connectivity among terrestrial or aquatic habitats (e.g. surmountable curbs for turtles) • Erosion and sediment control • Native plantings • Minimizing impervious surfaces 	<ul style="list-style-type: none"> • Drainage improvements related to poor maintenance and /or upgrades to inadequate systems • Stormwater management activities not related to highway runoff and water pollution
10. Safe Routes to School	
<p>Safe Routes to School projects are eligible under TA Set-Aside. For additional information on eligible activities, see https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#EligibleProjects. Note: FDOT also has a state Safe Routes to School Program. For more information on that program visit http://www.srtsfl.org/.</p>	
<ul style="list-style-type: none"> • Bicycle and pedestrian education targeting student travel (grades K-8) • Public awareness campaigns and outreach to press and community leaders • Traffic education and enforcement in the vicinity of schools • Student sessions on bicycle and pedestrian safety, health, and environment • Funding for training, volunteers, and managers of safe routes to school program • Infrastructure projects • Sidewalk improvements • Traffic calming and speed reduction improvements • Pedestrian and bicycle crossing improvements • On-street bicycle facilities • Off-street bicycle and pedestrian facilities • Secure bicycle parking facilities • Traffic diversion improvements in the vicinity of schools 	<ul style="list-style-type: none"> • Bicycle and pedestrian education campaigns for the general public

Appendix C

FDOT Sample TA Project Application Form

(please contact your FDOT District Office for specific application materials)



**FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION**

APPLICANT INFORMATION

PROJECT SPONSOR:

CONTACT PERSON:

TITLE:

ADDRESS:

FL,

ZIP:

PHONE:

FAX:

EMAIL:

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

Currently LAP Certified
(Year of Certification:)

Not LAP Certified

Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.:

PROJECT TITLE:

PROJECT LOCATION:

PROJECT LENGTH:

TERMINI:

BRIEF PROJECT DESCRIPTION:

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

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

QUALIFYING ACTIVITIES

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

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

PROJECT DESCRIPTION

Roadway Name and/or Number:

(A location map with aerial view must be attached)

On-System Project
(State Roadway)

Off-System Project
(Local Roadway)

Project Termini- Begin:

End:

Project Length:

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

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

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

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

Yes

No

Provide any additional project specific information that should be considered.

PROJECT IMPLEMENTATION INFORMATION

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

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

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

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

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

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

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

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

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

Provide any additional implementation information that should be considered.

PROJECT COST ESTIMATE

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

Planning Activities	\$Click here to enter text.
Project Development & Environment Study	\$Click here to enter text.
Preliminary Engineering / Final Design Plans	\$Click here to enter text.
Construction	\$Click here to enter text.
Construction Engineering & Inspection Activities	\$Click here to enter text.
Other (Describe)	\$ <u>Click here to enter text.</u>
Total Estimated Cost	\$ 0

(To update Total Cost, select entire column and hit F9)

PROJECT FUNDING

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

(To update Totals, select entire row and hit F9)

CERTIFICATION OF PROJECT SPONSOR

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

Signature

Print Name

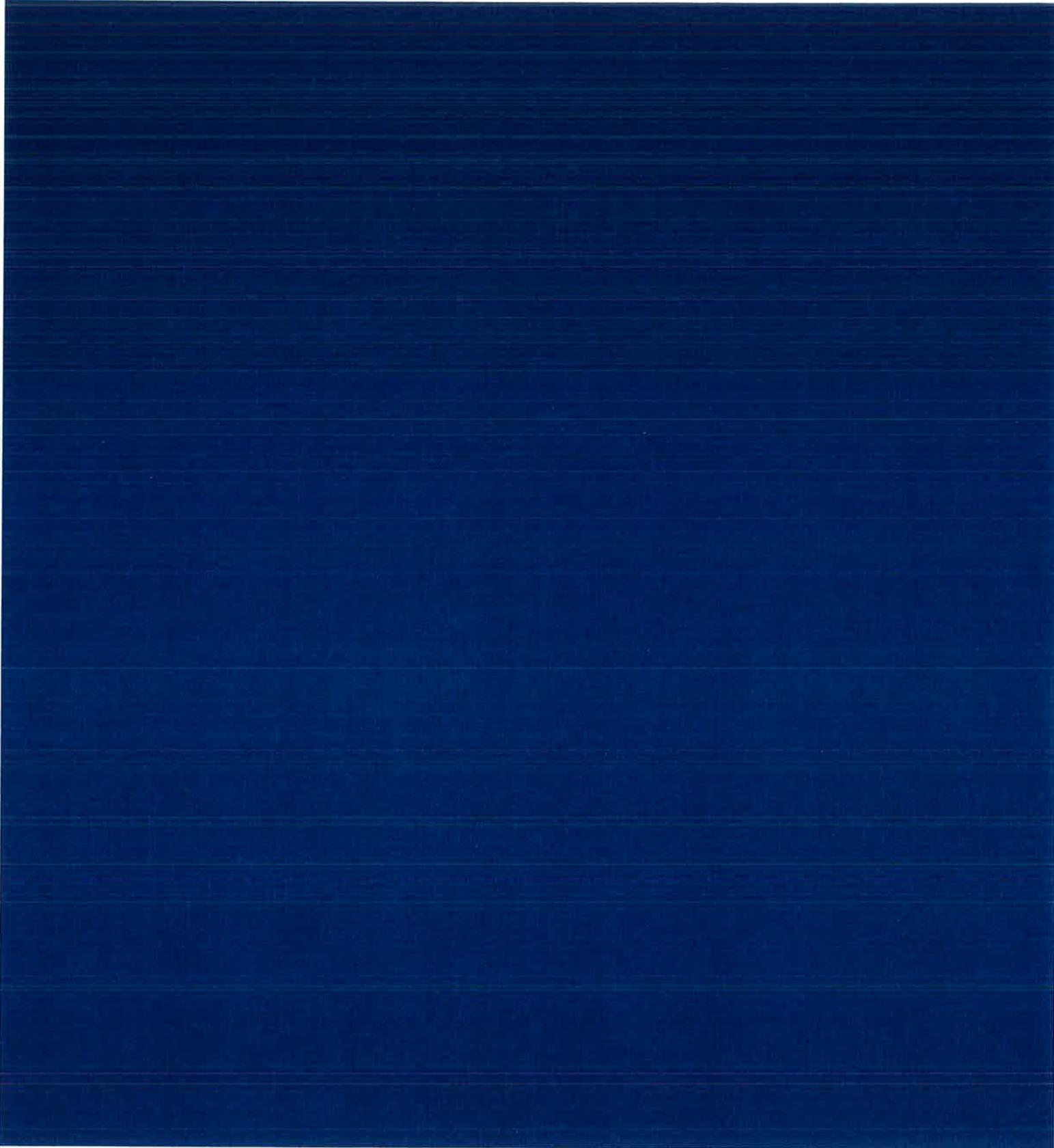
Title

Date

FOR FDOT USE ONLY

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

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**Transportation Alternatives Set-Aside
Program Guidance and Procedures**
Fiscal Year 2020



EXHIBIT 6
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION

Date: _____
 Printed: _____

APPLICANT INFORMATION

Date: _____

PROJECT SPONSOR:

CONTACT PERSON:

TITLE:

ADDRESS:

ZIP:

FAX:

PHONE:

EMAIL:

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

Currently LAP Certified
 (Year of Certification: _____)

Not LAP Certified

Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.:

PROJECT TITLE:

PROJECT LOCATION:

PROJECT LENGTH:

TERMINI:

BRIEF PROJECT DESCRIPTION:

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

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

QUALIFYING ACTIVITIES

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

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

PROJECT DESCRIPTION

Roadway Name and/or Number:

(A location map with aerial view must be attached)

On-System Project
(State Roadway)

Off-System Project
(Local Roadway)

Project Termini- Begin:

End:

Project Length:

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

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

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

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

Yes

No

Provide any additional project specific information that should be considered.

PROJECT IMPLEMENTATION INFORMATION

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

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

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

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

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

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

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

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

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

Provide any additional implementation information that should be considered.

PROJECT COST ESTIMATE

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

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

PROJECT FUNDING

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

CERTIFICATION OF PROJECT SPONSOR

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

Signature

Print Name

Title

Date

FOR FDOT USE ONLY

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

EXHIBIT 7



Safe Routes to School Application Guidance

We recommend that applicants use the Florida Safe Ways to School Tool Kit as their planning process. The Tool Kit contains a process for forming a planning committee and creating and implementing a comprehensive Safe Routes to School plan. The Toolkit can be downloaded from: [Florida Safe Ways to School Tool Kit](#). Use the national data collection forms located under Evaluation on the website of the [National Center for SRTS](#). The Student In-class Travel Tally and Parent Survey are required to be conducted 3 times during this process.

1. Before an application or information form is submitted.
2. Shortly before a SRTS project begins.
3. Three to six months after it is completed.

The surveys or tallies must be submitted to the National Center for SRTS (NCSRTS) data base at least six (6) weeks before submitting your application, so you can include the required data summary charts from the NCSRTS as attachments to your application as well as summarizing the results in the body of your Infrastructure application form.

The results from these survey forms must be reported to the District FDOT office which is overseeing your project, as part of the final report on your project.

Deciding how many Applications are needed:

- Generally, each school requires a separate Infrastructure Application.
- If schools (or any two or more qualifying schools) are located close together and proposed improvements will benefit both schools, they may be combined in one Application. Information on any after school facility which also benefits from the proposed project can be included in the text of the application.
- If there are multiple improvements requested for one school, they should be included in one application.
- If an Applicant proposes improvements at two schools not in the immediate vicinity, two applications would be needed.

Proposals for the same treatment at multiple schools must be based on comprehensive school-based planning which has resulted in the proposals. "One size fits all" solutions generally are not effective for SRTS.

Notification and Administration

Applicants are required to list contact information on each SRTS application. This gives the Districts a point of contact if questions need to be answered or if modifications are needed to the application. After SRTS projects are reviewed and funding decisions are made, the District will notify each applicant of their proposal's selection or non-selection. A representative from the District will also contact the designated local contact person to help him or her through the process of formalizing the agreement and completing the project or program.

Infrastructure Projects

Basic Information:

- Proposed Infrastructure or Engineering projects may be located on or off the State Highway System. Infrastructure projects usually take longer to plan and implement. But when they are designed to correct an identified problem, they have a great potential to help more students walk and bike safely to and from school.
- Public support for Infrastructure projects is mandatory. The public should be informed of the proposal through presentations at such groups as Neighborhood Associations, PTA/PTO's and religious and community groups, as well as through writing articles and letters to the editor of local newspapers. The public should also be invited to attend the school-based SRTS Committee meetings during which the school-based SRTS committee discusses the project proposals. Although meetings of the Bicycle/Pedestrian Advisory Committee and MPO are considered public meetings and should be part of the public involvement process, these meetings must be supplemented by meetings with the affected Neighborhood Associations or other neighborhood meetings, and meetings with the PTA/PTO's for the affected schools, in order to ensure that those directly affected by the projects are informed and support the projects. Some proposed projects will allow students who live within two miles of their school to walk or bike to school, instead of being bused under a "hazardous" or "courtesy" busing program.

Eligibility for SRTS Funding

You will be asked to supply information on many of these items in your application. Important eligibility points to remember:

- Proposed projects must be designed to meet an identified need that is preventing students from walking or biking safely to and from school.
- Proposed projects must be within a two-mile radius of the participating school, and within the school attendance area. Generally, the closer the project is to the school, the more likely it will be to increase the numbers of students walking or biking to and from school, or to increase the safety of students already walking or biking to school. For instance, projects beginning within a half mile to one mile from the school are more likely to encourage students to walk or bike, than projects beginning farther away.
- Proposed projects must be located on public property or on permanent public easements. Right-of-way issues must be resolved before applying. Make sure you have a clear right of way, and be ready to show the proof.
- Use of traffic control devices must be consistent with the current Manual on Uniform Traffic Control Devices (MUTCD), unless the applicant receives experimental approval from FHWA.

APPLICATION

Florida's Infrastructure Application can be found on the [FDOT Forms Website](#), Form number 500-000-30.

Complete all applicable sections of the Application and attach all required attachments. Failure to provide all required information may disqualify your application.

Example of an approved application coming soon.



EXHIBIT 8
FLORIDA DEPARTMENT OF TRANSPORTATION
FLORIDA'S SAFE ROUTES TO SCHOOL
INFRASTRUCTURE APPLICATION

SECTION 1 – SCHOOL, APPLICANT, MAINTAINING AGENCY & M/TPO INFORMATION

Notes: Signatures confirm the commitment of the School, Applicant and Maintaining Agency to follow the Guidelines of the Florida's Safe Routes to School Program. The School is responsible for the parent's surveys and student tallies before and after the project is built. It is also responsible for promoting safe walking and biking to and from school. The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, &/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

SCHOOL INFORMATION

SCHOOL NAME: _____
SCHOOL ADDRESS: _____
COUNTY: _____ CITY: _____ ZIP: _____
TYPE: Select _____ CONGRESSIONAL DISTRICT: _____
PRINCIPAL'S NAME: _____
(Printed)
PHONE #: _____ EMAIL: _____
PRINCIPAL'S SIGNATURE: _____ DATE: _____

APPLICANT INFORMATION

APPLICANT: _____ TITLE: _____
NAME OF APPLICANT AGENCY/ORGANIZATION: _____
APPLICANT AGENCY/ORGANIZATION TYPE: Select _____
APPLICANT: _____ TITLE: _____
MAILING ADDRESS: _____
CITY: _____ STATE: FLORIDA ZIP: _____
PHONE #: _____ E-MAIL: _____
SIGNATURE: _____ DATE: _____
Applicant

I attended the SRTS workshop and have reviewed this application for completeness.

ATTENDEE'S SIGNATURE: _____ DATE: _____



FLORIDA DEPARTMENT OF TRANSPORTATION
**FLORIDA'S SAFE ROUTES TO SCHOOL
INFRASTRUCTURE APPLICATION**

MAINTAINING AGENCY INFORMATION

MAINTAINING AGENCY 1 City County Florida Department of Transportation District ____

NAME OF MAINTAINING AGENCY: _____ **DUNS #:** _____

CONTACT PERSON: _____ **TITLE:** _____

MAILING ADDRESS: _____

PHONE #: _____ **E-MAIL:** _____

CITY: _____ **STATE:** FLORIDA **ZIP:** _____

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

SIGNATURE: _____ **DATE:** _____

MAINTAINING AGENCY 2 City County Florida Department of Transportation District ____

NAME OF MAINTAINING AGENCY: _____ **DUNS #:** _____

CONTACT PERSON: _____ **TITLE:** _____

MAILING ADDRESS: _____

PHONE #: _____ **E-MAIL:** _____

CITY: _____ **STATE:** FLORIDA **ZIP:** _____

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

SIGNATURE: _____ **DATE:** _____

METROPOLITAN/TRANSPORTATION PLANNING ORGANIZATION (M/TPO) SUPPORT

If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

NAME OF MPO: _____

CONTACT PERSON: _____ **TITLE:** _____

MAILING ADDRESS: _____

CITY: _____ **STATE:** FLORIDA **ZIP:** _____

PHONE #: _____ **E-MAIL:** _____

SIGNATURE: _____ **DATE:** _____



FLORIDA DEPARTMENT OF TRANSPORTATION
**FLORIDA'S SAFE ROUTES TO SCHOOL
 INFRASTRUCTURE APPLICATION**

SECTION 2 – ELIGIBILITY AND FEASIBILITY CRITERIA

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1.** Has a school-based SRTS Committee (including school representation) been formed? Yes No
- A2.** Has at least one meeting of this committee been held? Attach sign in sheet & minutes Yes No
- A3.** Public notification of SRTS meeting? Yes No

- B1.** Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://saferoutesdata.org/> following the schedule provided by the District? Yes No
- B2.** Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? Yes No
- B3.** Are the Student In-Class Travel Tally and Parent Survey data summaries attached? Yes No

Note: *Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.*

- C.** Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? Yes No
- D.** Is the Maintaining Agency Local Agency Program (LAP) Certified? (currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) Yes No
- If **No**:
 Are they willing to become LAP Certified? Yes No
 If the agency is not willing to become LAP Certified, explain how this project could be built without this certification:

- E.** Who do you propose to be responsible for each phase of the project?
 Design: City County Other, Including FDOT (Explain below)
 Construction: City County Other, Including FDOT (Explain below)
 Maintenance: City County Other, Including FDOT (Explain below)
 If you checked **Other, including FDOT** for any of the above, please explain the responsible party for each phase, including who you have been talking to about this:

- F.** Is the County/City willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:
 Install and/or maintain any traffic engineering equipment included in this project? Yes No
 Construct and maintain the project on a state road? Yes No N/A

- G.** Public Support - *Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school. **Failure to provide documentation of public involvement activities directly with affected property owners is grounds for an application to be excluded from consideration.***

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction? _____
 What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction? _____

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction? _____

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction: _____

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: Yes No

- H.** If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

- I.** Is this project in a Rural Economic Development Initiative (REDI) community? Yes No
FS defines a rural community as: A county with a population of 75,000 or less; A county with a population of 125,000 or less which is contiguous to a county with a population of 75,000 or less; or Any municipality with a county as described above.



FLORIDA DEPARTMENT OF TRANSPORTATION
**FLORIDA'S SAFE ROUTES TO SCHOOL
 INFRASTRUCTURE APPLICATION**

SECTION 3 – BACKGROUND INFORMATION: FIVE E'S

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. ENGINEERING

1A. PAST:

1B. FUTURE:

2. EDUCATION

If your school has taught or plans to teach the FLSRTS Curricula (<http://floridasrts.com/>) or other education program, please provide details below:

2A. PAST:

2B. FUTURE:

3. ENCOURAGEMENT

3A. PAST:

3B. FUTURE:

4. ENFORCEMENT

4A. PAST:

4B. FUTURE:

5. EVALUATION

5A. PAST:

5B. FUTURE:

SECTION 4 – PROBLEM IDENTIFICATION



SECTION 4 – PROBLEM IDENTIFICATION

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

1. Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.
 Yes No
 If Yes, please enter the documented date and case number: _____
 Include a discussion of public support for the project if busing were eliminated:

2. Opportunity to eliminate current courtesy busing being done for a perceived hazardous condition. Include a discussion of public support for the project if busing were eliminated:

- B.** Are many students already walking or bicycling to this school in less than ideal conditions? Yes No
 If Yes:
- Explain more about the number of students affected: _____
 - Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

- C.** Are enough students living near the school to allow many to walk or bike to school if conditions were improved?
 Yes No
 If Yes:
- Explain more about the number of student living near the school and how this relates to the anticipated success of the proposed SRTS project:

- D.** Write a brief history of the neighborhood traffic issues as background for the proposed project:

- E.** How do the demographics of the school population relate to the anticipated success of the proposed SRTS project? For instance, is there a population of students near the school from a culture which traditionally walks a lot?

- F.** Provide the percent of free or reduced lunch program at the affected school: _____

G. STUDENT TRAVEL DATA:

1. School data: based on the [Student In-Class Travel Tally](#):
 - a. Number of students currently walking to school:
 - b. Number of students currently biking to school:.....
 - c. Total currently walking or biking to school (add a & b)
 - d. Number of students in this school:.....
 - e. Percent of student in school currently walking or biking to school: (c divided by d):.....

2. Route Data:
 - a. Number of students from the affected schools living along the proposed route:
 - b. Based on (mark all that apply): *Existing School Data: *Visual Observation Survey: *Estimates:
 - c. Number of student currently walking or biking along this route:
 - d. Number of student who could walk or bike along the proposed route after improvements:



FLORIDA DEPARTMENT OF TRANSPORTATION
**FLORIDA'S SAFE ROUTES TO SCHOOL
 INFRASTRUCTURE APPLICATION**

SECTION 5 – SPECIFIC INFRASTRUCTURE IMPROVEMENT(S) REQUESTED

A. LOCATION

Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.

Request #1 St. Name: _____ Maintaining Agency: City County State

From: _____ To: _____

Project's closest point to school: 0 to ½ mile; ½ to 1 mile; 1 to 1 ½ miles; 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: City County State

From: _____ To: _____

Project's closest point to school: 0 to ½ mile; ½ to 1 mile; 1 to 1 ½ miles; 1 ½ miles+

See Attachment for additional project sites:

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. SIDEWALK, BIKE LANE, PAVED SHOULDER, OR SHARED USE PATH

- | | |
|---|---|
| <input type="checkbox"/> Continuation of Existing Sidewalk | <input type="checkbox"/> New Sidewalk |
| <input type="checkbox"/> Continuation of Existing Bike Lane | <input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction) |
| <input type="checkbox"/> Continuation of Paved Shoulder | <input type="checkbox"/> New Paved Shoulder |
| <input type="checkbox"/> Continuation of Shared Use Path | <input type="checkbox"/> New Shared Use Path |

Comments: describe below your requests in detail, including location, length, side of road, etc
 Request #1:

Request #2:

See Attachment for additional project sites:

Describe any other requests:

C. TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

- | | |
|--|--|
| <input type="checkbox"/> We have all necessary traffic control devices (Proceed to E) | |
| <input type="checkbox"/> We need pedestrian signals (features) | <input type="checkbox"/> We need other school-related signals or beacons |
| <input type="checkbox"/> We need traffic signs | <input type="checkbox"/> We need other school-related signs |
| <input type="checkbox"/> We need marked crosswalks | <input type="checkbox"/> We need other roadway markings |

Describe the existing and needed traffic controls:

D. TRAFFIC DATA

Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic

St 1: Posted Speed Limit:	Operating Speed:	AADT:
St 2: Posted Speed Limit:	Operating Speed:	AADT:

SECTION 6 – COST ESTIMATE



FLORIDA DEPARTMENT OF TRANSPORTATION
FLORIDA'S SAFE ROUTES TO SCHOOL
INFRASTRUCTURE APPLICATION

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible as we do not allow contingency.

FDOT District contact in the Estimates Offices can help you with your cost estimate (directory):

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM) and FDOT Design Standards. Projects on local systems must meet the minimum the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at: https://www.fdot.gov/roadway

- Construction Cost
Maintenance of Traffic (MOT)
Mobilization
Subtotal
Total Construction Cost
Professional Engineering Design
Construction Engineering and Inspection
GRAND TOTAL

Printed name of person preparing detailed cost estimate:
Contact #:
Email:
Signature
Date:

SECTION 6B- REQUEST FOR FUNDING COST ESTIMATE

A Request for Funding Cost Estimate must be signed and sealed by P.E. and submitted as part of the application. Please access the accompanying Funding Cost Estimate form #500-000-30b here.

SECTION 7 - SUBMISSION CHECKLIST

Notes: These will be counted toward total application score.

- Application
SRTS Meeting Public Notification
Meetings Sign in Sheet & Minutes
Student In-Class Travel Tally Data Summary
Parent Survey Data Summary
Proof of Right of Way
Letters of Public Support (up to 5)
Documentation Affected Homeowners were Notified
Documentation of Hazardous Walking Condition (if applicable)
Request for Funding Cost Estimate
Before Color Pictures (jpg format)
Color Project Map Showing School Location
Map Showing Existing Conditions
Map Showing Proposed Improvements
Map Showing Where Students Attending School Live
Traffic/Engineering Report Evaluating the Problem (if applicable)
Signal Warrants (if applicable)

SUN Trail program funding is limited to geographic areas within the SUN Trail network, the provisions of Section 339.81, Florida Statutes, the Florida Department of Financial Services Catalog of State Financial Assistance Number 55.038, and the Florida Department of Transportation (FDOT) Work Program Instructions Part III: Trails.

PART I – APPLICANT INFORMATION

1. Type of Applicant (select one):
 - Municipality/County Government
 - State Agency
 - Federal Agency
 - Recognized Tribal Government
 - Metropolitan/Transportation Planning Organization/Agency (MPO)
2. Name and job title and office of the person who will be in direct contact with FDOT for this project:
3. Agency of the person who will be in direct contact with FDOT for this project:
4. Email of the person who will be in direct contact with FDOT for this project:
5. Telephone Number of the person who will be in direct contact with FDOT for this project:

PART II – PROJECT OVERVIEW

1. Project Name:
2. Municipality where the project is located:
3. County where the project is located:
4. FDOT district number where the project is located:
5. Boundary of the project proposed for SUN Trail funding (give the address or nearest cross streets, municipality, and zip code):
 - a. Termini Begin:
 - b. Termini End:
6. Who is the landowner of the proposed project location?
 - The location of this project is entirely on FDOT right-of-way.
 - The location of this project is entirely on non-FDOT publicly-owned right-of-way.
 - The location of this project is on both FDOT and non-FDOT, publicly-owned right-of-way.
 - Parcels within this project boundary are privately owned, the acquisition of right-of-way must occur.
7. Total length of this project proposed for SUN Trail funding:

Regional Trail System and Individual Trail projects **must meet all eligibility criteria** to receive funding consideration by the SUN Trail program. “Requests for Funding” without the required information are ineligible and will not receive funding consideration.

PART III – ELIGIBILITY CRITERIA

1. Funding is limited to geographic areas within the SUN Trail network. Will the project be developed as a paved multi-use trail within the SUN Trail network?
 Yes No
 - a. Provide an aerial location map illustrating the project boundary and project limits.
 - b. Provide a map illustrating the project location within the SUN Trail network.
 - c. Provide the project typical section (this should be a pdf of the typical section schematic depicting existing and proposed features, dimensions, and right-of-way lines).

2. Funding is limited to projects prioritized by the applicable authority. If the project is within a boundary of a Metropolitan/Transportation Planning Organization/Agency (MPO), it must be prioritized by the MPO. Projects outside of an MPO boundary must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal or state agency. Is the project a priority of the applicable authority?
 Yes No
 - a. Indicate the priority number of the project:
 - b. Provide the prioritization list.
 - c. Complete Part VII (CERTIFICATION OF PROJECT PRIORITIZATION).

3. Has a non-FDOT governmental entity formally committed to operation and maintenance of the project (long-term trail manager)?
 Yes No
 - a. Complete Part VIII (CERTIFICATION OF WILLING MANAGER).

4. Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s)?
 Yes No
 - a. Indicate the type of plan(s), applicable page number(s) and date(s) of adoption:
 - b. Provide documentation of applicable project concurrency information [e.g. supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), unit management plans, etc.].

DO NOT PROCEED TO PART IV IF PROJECT RESULTED IN A “NO” RESPONSE IN PART III.

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



A responsible estimate of the project costs is required prior to adoption in the Department’s Five-Year Work Program. Use Present Day Cost values. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Fill out summary of proposed timeline and funding new needs, then complete Engineer’s Cost Estimate spreadsheet and provide it with the “Funding Request”.

PART V – PROJECT COSTS

1. Funding Phase(s) requested:
 - Feasibility Study (FS) – FDOT Work Program Fund Code: 1x
 - Project Development & Environment Study (PDE) – FDOT Work Program Fund Code: 2x
 - Preliminary Engineering/Design (PE) – FDOT Work Program Fund Code: 3x
 - Acquisition of right-of-way (ROW) – FDOT Work Program Fund Code: 4x
 - Construction (CON) – FDOT Work Program Fund Code: 5x
 - Construction Engineering & Inspection Activities (CEI) – FDOT Work Program Fund Code: 6x

2. Summary of proposed timeline and funding needs:

PHASE	PROPOSED YEAR(S)	AMOUNT(S) REQUESTED	MATCHING FUNDS	TOTAL PROJECT COSTS	SOURCE(S) OF OTHER FUNDS
FS					
PDE					
PE					
ROW					
CON					
CEI					
TOTAL					

3. Provide the [Excel Engineer's Cost Estimate spreadsheet](#). Estimates shall be broken down to eligible and non-eligible project costs. **Estimates are to be prepared and signed by a Professional Engineer from Agency's Engineering Office.**

Use the following links to access the basis of estimates manual, as well as historical cost information, and the Reference Guide for State Expenditures for the project area:

- [Basis of Estimates Manual](#)
- [Historical Cost Information](#)
- [Reference Guide for State Expenditures](#)

Projects are not required to meet all of the following selection criteria, a numerical ranking will not be calculated, projects with the greatest strengths will advance more quickly.

PART VI – SELECTION CRITERIA

1. Does the project enhance the safety of bicyclists, pedestrians, and motorists?
 Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- Project includes a safety element.
- The location of the project is within a hazardous biking/walking zone or in an area with significant numbers of safety concerns.
- Project implements a bicycle and pedestrian safety action plan. Give the name of the plan and date of adoption.
- Other (list)

Briefly describe how the project enhances the safety of bicyclists, pedestrians and motorists. (1000-character limit):

2. Is the project recognized as having regional, state, or national importance?
 Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- Project is a part of a Regional Trail System prioritized by the Florida Greenways and Trails Council.
- Project is a part of a National Recreational Trail, East Coast Greenway or a trail that has other national importance.
- Project implements an adopted regional bicycle, pedestrian, or trail master plan. Give the name of the regional plan(s).
- Other (list)

Briefly describe how the project is recognized as having regional, state, or national importance (1000-character limit):

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



3. Is there a non-SUN Trail financial contribution (match dollars) committed to this specific project being proposed for SUN Trail funding (select the most appropriate response)?

Funds are leveraged by multiple public/private sources of investments dedicated to this specific project segment (e.g. federal, state, local, non-profit, private landowner contributions).

If yes, what is the total percentage of match?

What are the sources?

Funds are leveraged by at least one more public/private source of investment dedicated to this specific project segment.

If yes, what is the total percentage of match?

What is the source?

Funds are not leveraged by public/private sources of investments dedicated to this specific trail segment (matching funds are not available for this project).

4. Does the project blend transportation modes by completing, improving, or enhancing existing facilities?

Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

Project implements Complete Streets goals and initiatives.

Project implements Safe Routes to Schools goals and initiatives.

Project provides a direct connection to regional transit systems (e.g. rail stations, express or local bus routes).

Project is in a designated multi-modal district.

Project has the potential to reduce vehicular congestion.

Project improves access in a Bicycle Friendly Community or Bicycle Friendly University, as designated by the League of American Bicyclists. If yes, indicate the name of the designated community or university:

Project improves access in a Walk Friendly Community, as designated by the Pedestrian and Bicycle Information Center. If yes, indicate the name of the designated community:

Other (list)

Briefly describe how the project blends transportation modes (1000-character limit):

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



5. If proposing construction funding, select the most appropriate response:

- Project is ready for immediate construction and all pre-construction phases are complete.
- Project is capable of near-term development; the design is nearly complete and permitting is underway.
- The Project Development and Environment Study (PDE) is complete/nearly complete.
- None of the above statements are true.

6. Does the project have documented public support?

Yes No

If yes, select from the following and briefly explain how the project meets the selection criteria.

- The greater community supports the project as demonstrated by recently adopted proclamations or resolutions expressing commitment. Give the resolution number, adopted date and participating parties.
- Demonstration of public support is consistent across multiple entities representing the greater community rather than a select few interest groups. Briefly explain. (100-character limit):
- Recent community surveys indicate both need and support for the project. Briefly explain. (100-character limit):
- An advertised public meeting for discussing the project occurred. Give the date and type of meeting.
- Other (list)

7. Does the project have a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations?

Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- The project connects to or through federal, state, or local conservation/recreation areas. List public lands.
- The project connects people to jobs, businesses, or civic resources.
- The project is along or connects to a Florida Scenic Highway. List the Scenic Highway(s).
- The project is within a Florida Trail Town as designated by the Florida Department of Environmental Protection.
- The project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations, or private sector partners are directly supporting the project.
- The project is within a Rural Economic Development Initiative (REDI) Community defined pursuant to Section 288.0656, Florida Statutes. List the REDI area.
- The project is within a Rural Area of Opportunity (RAO) defined pursuant to Section 288.0656, Florida Statutes. List the RAO Area.
- Other (list)

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



8. Does the project enhance or preserve environmental resources?

Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- The project's environmental impact assessment or statement did not identify specific issues.
- The project's environmental approval and permitting process is complete.
- The project restores or mitigates impacts of environmental degradation.
- The project incorporates water quality or drainage improvements.
- The project incorporates conservation initiatives to restore/maintain connectivity by reducing vehicle-caused wildlife mortality.
- The project ensures the Florida Ecological Greenway Network (FEGN) maximizes protection of high priority linkages; the project is within a Priority 1 or 2 Critical Linkage as identified by the FEGN.

Briefly describe how the project enhances or preserves environmental resources. (1000-character limit):

9. Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail Network?

Yes No

If yes, how many miles of connected trail, open to the public will be available once this specific project is complete?

List the trail names:

10. The project includes cost-saving elements.

Yes No

If yes, briefly describe the potential for overall cost savings for completing this project in conjunction with another project (e.g. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project). Provide the other project(s) scope and schedule, the funding source, the funding year, and if funding is through FDOT, provide the Financial Management Number. (1000-character limit):

PART VII – CERTIFICATION OF PROJECT PRIORITIZATION

1. For projects within a MPO boundary, complete the following information. If the project is outside of a MPO boundary, continue to Part VII, question #2.

Name of applicable MPO/TPO:

MPO/TPO Contact:

MPO Address:

Municipality, State and Zip:

Contact Email:

Contact Telephone Number:

Signature:

Print Name:

Title:

Date:

Your signature confirms the requested project is (1) consistent with MPO/TPO plans and documents;
(2) it is an eligible priority of the MPO/TPO, (3) the MPO/TPO supports the project; and
(4) you possess authorization to sign the certification of project prioritization.

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program
Request for Funding



2. For projects outside of a MPO boundary, complete the following information:

County Name:

Contact Name:

Contact Address:

Municipality, State and Zip:

Contact Email:

Contact Telephone Number:

Signature:

Print Name:

Title:

Date:

Your signature confirms the requested project is (1) consistent with applicable county, municipality, comprehensive plan(s) and/or the long-term management plan(s) and documents; (2) it is an eligible priority of the County (tribal government, federal or state managing agency); (3) the applicable entity supports the project; and (4) you possess authorization to sign the certification of project prioritization.

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



SUN Trail funded projects require a non-FDOT governmental entity formally committed to providing maintenance of the project (long-term trail manager). FDOT will enter into an agreement or other form of documented commitment with the entity to ensure that a local sponsor/agency is committed to long-term trail maintenance (long-term trail manager). The managing entity will be responsible for the day-to-day upkeep and daily operation; protection for the trail users; they will reduce safety hazards that occur; and they will ensure a quality level of service is maintained on the facility. Activities may consist of litter pick-up, trash removal, debris removal, soil and weed control, graffiti removal, mowing, sweeping, sign replacement, shrub trimming, maintenance of drainage, and other regularly scheduled maintenance activities. For trails constructed in the FDOT ROW, FDOT will provide remedial maintenance which involves repairing, replacing, or restoring major components that may have been damaged or destroyed. Minor repairs such as sealing asphalt pavement or repainting may occur every five to ten years, while major repairs may occur every 20 to 25 years. The area of responsibility will be the footprint of the trail within FDOT ROW as defined by the district. ALL other maintenance will be the responsibility of the non-FDOT governmental entity.

Submit the Certification of Willing Manager(s) for all proposed trail segments.

PART VIII – CERTIFICATION OF WILLING MANAGER(S)

Name of Project:

FROM:

Name of Managing Entity:

Name of Contact and Job Title:

Address:

Municipality, State, and Zip Code:

Contact Email:

Contact Telephone Number:

Signature:

Print Name:

Title:

Date:

Your signature serves as certification of (1) a commitment from your agency to maintain the facility requested and that your agency will enter into a Maintenance Memorandum of Agreement with the Department for the Project prior to the completion of design, or at the time of programming funding for any project proposed for a later phase; (2) the information in this "Request for Funding" is true and accurate; (3) to comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4) to comply with the Americans with Disabilities Act; (5) lands developed with SUN Trail funds will be available for public use for the lifespan of the improvement; (6) support of other actions necessary to fully implement the proposed project; (7) and you possess authorization to sign the certification of the willing manager.

A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School funds and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2020-21 to 2024-25 Transportation Improvement Program.

Table 1
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2020-21 to 2024-25

Number	Project	Location	Description
1	Americans with Disabilities Act Modifications	AT: Gainesville Metropolitan Areawide	Modifications to Deficient Sidewalks, Ramps and Transit Stops
2	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
3	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	<ol style="list-style-type: none"> 1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming at the crossing. [22,500 AADT]
4	Alachua Countywide Bicycle Master Plan	AT: Countywide	Update Bicycle Master Plan
5	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
6	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
7	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
8	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
9	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
10	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
11	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue [SR 222]	Extend the Rail/Trail North to NW 39 Avenue

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2020-21 to 2024-25

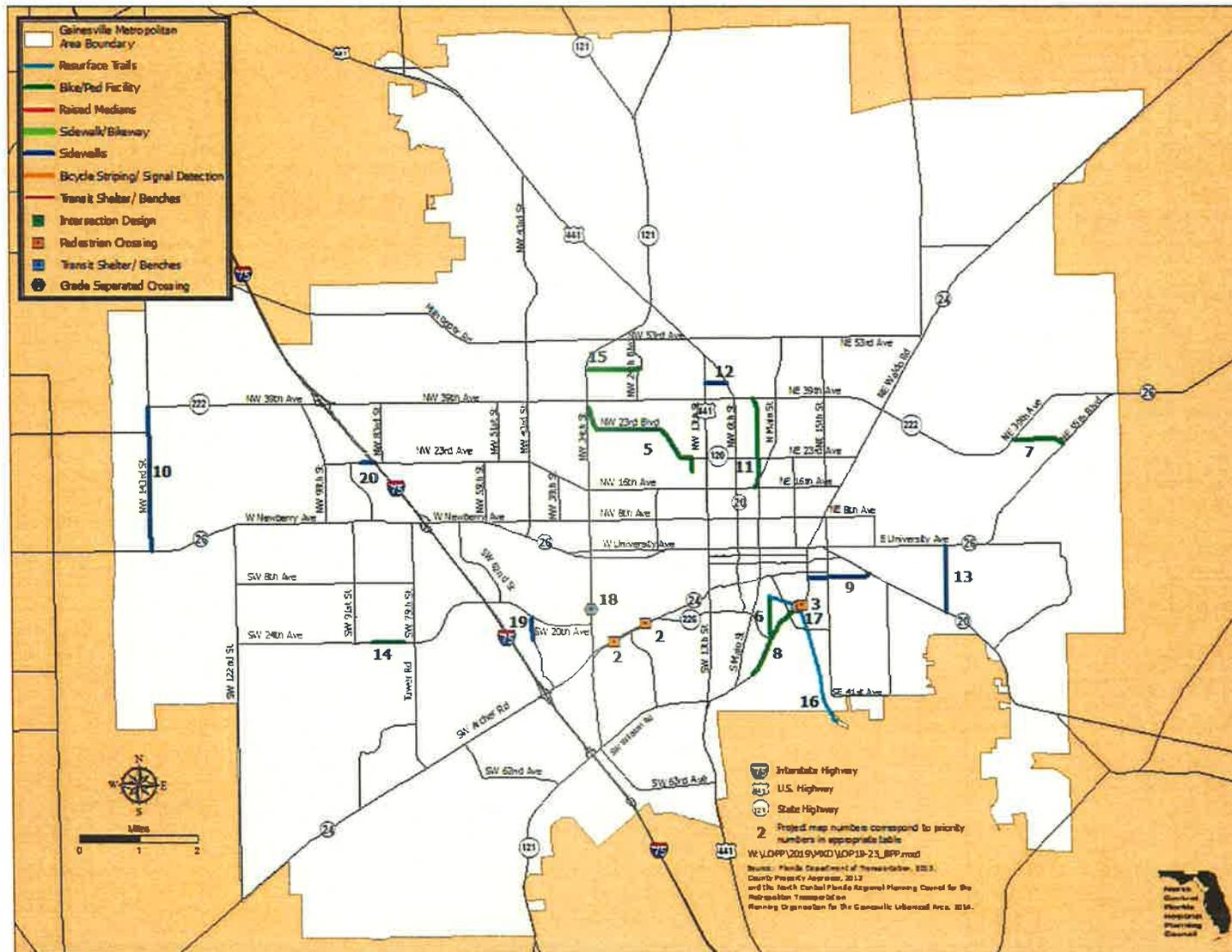
Number	Project	Location	Description
12	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
13	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
14	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
15	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
16	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
17	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
18	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
19	SW 43 Street	FM: SW 24 Avenue TO: SW 20 Avenue	Construct sidewalks to fill sidewalk gaps
20	NW 23 Avenue	FM: NW 88 Street TO: Interstate 75 Bridge	Construct sidewalk to fill sidewalk gap on south side

Notes: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program. Project components in *italics* have been completed.

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

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

Illustration II
Bicycle/Pedestrian Priorities
Fiscal Years 2020-21 to 2024-25





October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Selection of Auditor for Fiscal Year 2018-19, Fiscal Year 2019-20 and Fiscal Year 2020-21

STAFF RECOMMENDATION

Approve the selection of the auditing firm of Powell and Jones, Certified Public Accountants, of Lake City to conduct the Fiscal Year 2018-19, Fiscal Year 2019-20 and Fiscal Year 2020-21 audits of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as recommended by the North Central Florida Regional Planning Council Audit Committee, with the understanding that this selection is for a three-year period unless the Metropolitan Transportation Planning Organization determines that the service being rendered is unsatisfactory.

BACKGROUND:

At its May 23, 2019 meeting, the North Central Florida Regional Planning Council authorized its Audit Committee to conduct a search for an auditing firm to recommend to the Council. One member of the Council Audit Committee was appointed to represent the Metropolitan Transportation Planning Organization since that organization has traditionally engaged the same firm to conduct its audit. The Council Audit Committee was also instructed to conduct the search with the understanding that the firm selected would be engaged for a three-year period unless the Metropolitan Transportation Planning Organization determines that the service being rendered is unsatisfactory.

As instructed, the Council Audit Committee accepted statements of qualifications through August 13, 2019. The Council Audit Committee met on August 22, 2019 and evaluated two firms that submitted expressions of interest, and ranked them, as follows:

1. Powell & Jones Certified Public Accountants
2. Carr, Riggs & Ingram, LLC

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

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October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Engagement Letter for Fiscal Year 2018-19 Audit

STAFF RECOMMENDATION

Authorize the Chair to execute an engagement letter with the auditing firm of Powell and Jones, Certified Public Accountants of Lake City to conduct the Fiscal Year 2018-19 Audit of the accounts of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

BACKGROUND:

As you know, the Metropolitan Transportation Planning Organization selects an auditor for a three-year period, with the condition that an engagement letter be approved each year to ensure that the auditor is conducting the audits in an acceptable manner. It is recommended that an engagement letter be entered into for the audit of Fiscal Year 2018-19 with the auditing firm of Powell and Jones, Certified Public Accountants of Lake City.

Please find attached a summary of the proposal made by Powell and Jones, Certified Public Accountants (Exhibit 1). Please note that page 6 of Exhibit 1 shows a \$7,100 fee to be charged for the Fiscal Year 2018-19 Audit.

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

Attachment

EXHIBIT 1



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

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

September 19, 2019

Honorable Ken Cornell, Chair
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
2009 N.W. 67th Place, Suite A
Gainesville, FL 32653-1603

We are pleased to confirm our understanding of the services we are to provide Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2019. We will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, including the related notes to the financial statements, which collectively comprise the basic financial statements, of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

as of and for the year ended September 30, 2019. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

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

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

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

Audit Objectives

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

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

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

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

Audit Procedures—General

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

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

as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

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

Audit Procedures—Internal Control

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

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

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

Audit Procedures—Compliance

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

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

Other Services

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

Management Responsibilities

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

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

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

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

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

You are also responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles. You agree to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. You also agree to include the audited financial statements with any presentation of the

supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

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

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

Engagement Administration, Fees, and Other

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

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

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

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

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

intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

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

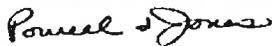
We expect to begin our audit on approximately December 15, 2020, and to issue our reports no later than April 1, 2020 unless extended by the Organization. Richard C. Powell, Jr. is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them.

Terms for fees, time frames for audits and renewals are contained in our separate "Proposal for Audit Services". The fee for the current year audit will be \$ 7,100.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of our contract. Our 2017 peer review report has been furnished to you..

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

Very truly yours,



Powell and Jones, CPAs

RESPONSE:

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

Management signature: _____
Title: Scott R. Koons, Executive Director
Date: _____

Governance signature: _____
Title: Ken Cornell, Chair
Date: _____

**POWELL AND JONES, CPAs
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
AUDIT AND ACCOUNTING SERVICES
FEE PROPOSAL**

A. AUDIT AND ACCOUNTING SERVICES

1. Annual audit of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) in accordance with applicable auditing standards and regulations; specifically including the following services:

- A. Annual audit of MTPO.
- B. Routine telephone consultation to MTPO Board, Executive and financial staff.
- C. Audit of all grants received by MTPO. If any audit fee is provided for any grant, the fee will be refunded to the MTPO.

2. Compensation for services:

	Fiscal Year Ending		
	09-30-19	09-30-20	09-30-21
Lump sum fee for services described in Section A, including all costs.	\$ 7,100	*	*

*Prior year fee adjusted by the change in CPI-U, not to exceed 3%.

B. CONSULTING SERVICES

As specifically authorized from time-to-time during our contract period, and as allowed by professional standards, we will provide consulting and management advisory services to MTPO, at the following hourly rates:

- \$125 per hour
- \$110 per hour
- \$100 per hour
- \$ 60 per hour

Any associated travel would be billed at State of Florida rates.

These rates will not be increased throughout the duration of our audit contract.

C. RENEWAL AND TERMINATION

This contract is binding on our firm but is specifically renewable on the part of MTPO on a year-by-year basis.

I am authorized to submit this fee proposal on behalf of Powell and Jones, CPAs.


Richard C. Powell, CPA 9-19-19
Date



October 21, 2019

TO: Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Proposed Amended Budget for Fiscal Year 2018-19

RECOMMENDATION:

Adopt the amended budget for Fiscal Year 2018-19 as recommended by staff.

BACKGROUND:

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

The attached amended budget satisfies this budgetary process requirement. The amended Fiscal Year 2018-19 budget reflects the preliminary year end activities of the current year.

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

Attachment

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
 FOR THE GAINESVILLE URBANIZED AREA
 AMENDED BUDGET
 Fiscal Year October 1, 2018 to September 30, 2019
 Proposed October 28, 2019

REVENUE

Florida Department of Transportation	\$ 675,100
Florida Transportation Disadvantaged Commission	24,600
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	<u>186,300</u>
TOTAL REVENUE	\$ 910,000

EXPENSES

Contractual Services	\$ 707,000
Legal Advertisements	8,000
Audit	7,000
Travel	900
Memberships	500
Office Supplies	300
In-Kind Services (Florida Department of Transportation)	<u>186,300</u>
TOTAL EXPENSES	\$ 910,000



October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: List of Priority Projects Amendment

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization amend the Fiscal Years 2020-21 to 2024-25 List of Priority Projects to include projects for submission of Transportation Alternatives Program, Safe Routes to School and Shared-Use Nonmotorized Trail applications to the Florida Department of Transportation (see Exhibit 1).

BACKGROUND

At its October 2, 2019 meeting, the Technical Advisory Committee discussed potential projects to be considered for application of grant funding from Transportation Alternatives Program, Safe Routes to School and Shared-Use Nonmotorized Trail funds. The City of Gainesville staff reported interest in developing a Safe Routes to School application for a bicycle/pedestrian facility on NW 20th Street adjacent to J.J. Finley Elementary School. Alachua County staff reported interest in developing a Shared-Use Nonmotorized Trail application to partially fund the Lake Kanapaha section of the Archer Braid Trail. Neither of these projects is identified in the List of Priority Projects.

Each year, the Metropolitan Transportation Planning Organization develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five-Year Work Program.

In order for projects to be considered for Transportation Alternatives Program and Safe Routes to School funding by the Florida Department of Transportation, the projects need to be on the List of Priority Projects. Therefore, the following projects need to be added to the List of Priority Projects:

- Archer Braid Trail - Lake Kanapaha Section; and
- NW 20th Street bicycle/pedestrian facility from NW 7th Avenue to NW 8th Avenue.

Attachment

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EXHIBIT 1

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2020-21 to 2024-25**

**Table 1 (Continued)
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2020-21 to 2024-25**

Number	Project	Location	Description
12	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
13	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
14	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-Use Path
15	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-Use Path
16	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
17	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
18	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
19	SW 43 Street	FM: SW 24 Avenue TO: SW 20 Avenue	Construct sidewalks to fill sidewalk gaps
20	NW 23 Avenue	FM: NW 88 Street TO: Interstate 75 Bridge	Construct sidewalk to fill sidewalk gap on south side
21	Archer Braid Trail	FM: Tower Road TO: Interstate 75 Bridge	Construct Multi-Use Path
22	NW 20th Street	FM: NW 7th Avenue TO: NW 8th Avenue	Construct Bicycle/Pedestrian Facility

Notes: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program. Project components in *italics* have been completed.

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

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



October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: U.S. Highway 441 (West 13th Street) Status Report -
Community Workshop Update and Speed Study Report/
Other State Highway System Projects Update

STAFF RECOMMENDATION

Refer the U.S. 441 (West 13th Street) Community Workshop citizen comments to the Metropolitan Transportation Planning Organization advisory committees for review and recommendations.

BACKGROUND

On October 15, 2019, the Metropolitan Transportation Planning Organization hosted a community workshop at UF Innovate The Hub, 747 SW 2nd Avenue, Gainesville, Florida (see Exhibit 1). A summary of concerns and recommendations expressed at the workshop are shown in Exhibit 2.

At its August 26, 2019 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed transportation concerns on U.S. Highway 441 (West 13th Street) from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue). At the conclusion of the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

- *Retain a Multimodal Emphasis Corridor Study in the Year 2045 Long-Range Transportation Plan Needs Plan for evaluation in the Cost Feasible Plan with endpoints from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue); and*
- *Request the Florida Department of Transportation to:*
 - *Revisit the context classification for U.S. Highway 441 (SW 13th Street) from south of State Road 331 (Williston Road) to State Road 24 (Archer Road) to change from the classification from C3C Suburban Commercial to C4 Urban General; and*
 - *Consider funding the State Road 26 (University Avenue) Multimodal Emphasis Corridor projects in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan.*

At its June 24, 2019 meeting, the Metropolitan Transportation Planning Organization:

- *Approved the List of Priority Projects that included the extension of the U.S. Highway 441 (West 13th Street) Multimodal Emphasis Corridor study to be from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue); and*
- *Received a status report concerning the implementation of the SW 13th Street Charrette recommendations.*

In addition, a member suggested a workshop concerning a redesign of the U.S. Highway 441 (SW 13th Street) corridor.

At its August 27, 2018 meeting, the Metropolitan Transportation Planning Organization received an update on the scoping of the U.S. Highway 441 resurfacing project between the Marion County line and State Road 331 (Williston Road). The Florida Department of Transportation is currently coordinating with Alachua County for the implementation of a linear park on the Paynes Prairie corridor. The Florida Department of Transportation intends to follow the elements of the Florida Design Manual 2018 and other criteria specified in the letter.

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

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

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

Or explain why it will not complete these modifications.

The Florida Department of Transportation has completed a speed study for U.S. Highway 441 (SW 13th Street) across Paynes Prairie (see Exhibit 3). The results of the study are that there will be no reduction in the speed limit and it will remain at 65 miles per hour across Paynes Prairie.

The Florida Department of Transportation has responded to the August 29, 2019 Metropolitan Transportation Planning Organization letter concerning U.S. Highway 441 (West 13th Street) issues (see Exhibit 4). The Florida Department of Transportation stated that the:

- U.S. Highway 441 (West 13th Street) Multimodal Emphasis Corridor Study should be funded with Metropolitan Transportation Planning Organization planning funds and/or other local funds.
- Context Sensitive Reclassification of SW 13th Street from Suburban Commercial to Urban General is being considered; and
- Extension of the U.S. Highway 441 (West 13th Street) Multimodal Emphasis Corridor Study limit to State Road 331 (Williston Road) is approved.

In addition, The Florida Department of Transportation has reviewed and commented on the List of Priority Projects - Other Arterial Construction/Right-of-Way Priorities:

- West University Avenue Enhanced Pedestrian Crossings - NW 17th Street completed; NW 16th Street and NW 19th Street under design;
- West University Avenue Bikeway/Sidewalk Construction - Right-of-Way is cost prohibitive;
- East University Avenue Pedestrian-Oriented Intersection - To be review for pedestrians and cost/benefit;
- East University Raised Medians - To be considered during next resurfacing cycle; and
- East University Midblock Crossings - Completed (no new midblock crossing).

Attachments

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**U.S. Highway 441
(West 13th Street)
Community Workshop**



COMMUNITY WORKSHOP

U.S. HIGHWAY 441 (WEST 13TH STREET)

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

Tuesday, October 15, 2019

6:00 p.m. to 8:00 p.m.

**747 SW 2nd Avenue
Gainesville, Florida**



The public is invited to participate in a design workshop concerning safe and efficient mobility for all users in the U.S. Highway 441 (West 13th Street) corridor from State Road 331 (Williston Road) to NW 23rd Avenue.

Park on the east side of UF Innovate The Hub in Lot G.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is composed of the five Alachua County Board of County Commissioners and the Mayor and six City of Gainesville Commissioners as voting members with the University of Florida President (represented by the Vice President for Business Affairs), the Florida Department of Transportation District 2 Secretary and a Rural Advisor as non-voting members.

Title VI Nondiscrimination Notice

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

Aviso de No Discriminación de Título VI

Es la política de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville, que ninguna persona sea excluida de poder participar, negársele beneficios, o de alguna manera ser sujeto a discriminación o represalias en cualquiera de los programas o actividades de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville por razón de raza, color, origen nacional, sexo, edad, impedimento físico, estatus familiar, preferencia religiosa, estado civil, orientación sexual, identidad de género, según previsto por el Título VI del Acta de Derechos Civiles de 1964, el Acta de Restauración de Derechos Civiles de 1987 y el Acta de Derechos Civiles del Estado de la Florida de 1992.

EXHIBIT 2

U.S. Highway 441 (West 13th street) Community Workshop Citizens Comments

Concern Card Comments

Card No. 1.

- Light cycles are long for pedestrians to cross
- Lack of shading on corridor
- Fast traffic and traffic noise
- Narrow sidewalks
- No bike lanes between University of Florida and apartments to the north of campus
- Suggestion: Add light cycles & dedicated stop
- Lights for bikes
- Look At Groningen's infrastructure
 - It's a university town
 - Dedicated bike lanes
 - Population 200,000 people
- Add more midblock crossings in the northern portion

Card No. 2.

- Move bicycle dedicate for many roads/ off the roadbed possibly one side pedestrian and other side bicycles
- Buses - Have half of full bus pull offs
- Roundabouts need to be more well designed (not as parks and gardens); bikes traffic medians

Card No. 3.

- Please follow the Department of Transportation federal suggestions for safe bike lanes
- Prioritize Connecting separated bike lanes and offer high quality bike infrastructure. a good place to start would be to connect to the DNA bridge on 13th Street

Card No. 4.

- Physically structure separating lanes for bikes

Card No. 5.

- Better communication of date and structure of meetings

Card No. 6.

- Metropolitan Transportation Planning Organization/University of Florida collaboration on working toward a complete street design for entire corridor
- In-road bike lanes with a 18" buffer (stripped) - Bike lanes themselves 4' To 5'
- Shade trees - very important
- Narrow travel lanes - As needed to slow traffic
- Improve sidewalks for pedestrians and those who are wheelchair bound
- Add pedestrian crossings where possible
- Improve law enforcement - especially for motorist

Card No. 7.

- 13th Street issues: Cross walks needed!!
- Bus riders on Rt. 13, Crossing by foot, east or west to cross SW 13th Street are at risk when speed limit is 45 miles per hour & no traffic lights with flashing crosswalks from SW 16 Avenue to SW 14th Drive

Card No. 8.

- Pedestrian issues along SW 13th Street
- Drivers turning into businesses without yielding right-of-way to pedestrians
- Flooding of sidewalks
- Vehicles parking on sidewalks
- Pedestrian signals out of order on 16th Avenue & 13th Street
- No barrier between sidewalks & streets in some areas

Card No. 9.

- Tunnel under SW 13th Street from Norman Hall to Reid Hall/Inner Road needs to be widened; remove barriers that slow bicycles on bridge
- Add protected bike lane entire length of corridor
- Narrow lane width To 9' for motor vehicles along entire length of corridor
- Add trees (not palms) along entire corridor

Solution Card Comments

Card No. 1.

- Midblock crossing near SW 25th Place to help bus riders cross street

Card No. 2.

- Bus and bike lanes

Card No. 3.

- Pilot tactical transit to provide combined bus/bike lanes

Card No. 4.

- Protected bike lanes (off the street)

Card No. 5.

- Midblock crossings for pedestrians on South 13th Street
- Bus/bike only lanes
- Narrower lanes
- Reduce speed limit
- Rider sidewalks
- Enforcement of vehicles blocking sidewalks & bike lanes

Card No. 6.

- The bike lanes should be constructed at the back of sidewalk. The roadway design can be low for that. There will not be any issue as this will take same width

Card No. 7.

- Curb cut outs for buses doubling as loading/unloading zones for freight
- Midblock crossings with flashers
- The bike lane in the 70 miles per hour areas are scary (separate possibly)

Card No. 8.

- SW 13th Street should dedicate a lane exclusively for transit or transit-bikes.
- Buses are more efficient at moving people especially in such a small city like Gainesville. They should only have one lane

Card No. 9.

- Only approve high density retail & housing with major bike/pedestrian controlled improvements include midblock crossing w/pedestrian controlled signals (blinking lights)
- Designated alternative routes (past P.K. Yonge Experimental School.)
- Trash problem - Require waste haulers to cover trucks create incentives for proper disposal/recycling (programs for homeless exchange food vouchers for picking up litter); (transit vouchers for recyclables)
- Marked crossings at all school routes/areas.
- Slow speeds calm traffic with design changes
- Park & Ride for University of Florida drivers & VA Patients
- All transit stops need waste bins, good benches & shelters

Card No. 10.

- Make dedicated bus lanes
- Add /buy widened right of way for bike lanes separated
- Reduce lane width/reclassification as urban
- Need crosswalks at Williston Road and at 25th place and other bus stops
- City needs to incorporate requirements for off street delivery areas and for wide sidewalks, the city has to stop "giving away" standards to developers
- Increase enforcements of delivering parking in bike lanes

Card No. 11.

- modify all curb cuts to reduce width, add roundabouts, etc. to reduce vehicle exit speed from drive ways
- Eliminate as many curb cuts as possible
- Reduce travel lanes and add other traffic calming
- Protected bike lanes wherever possible
- All parties collaborate in extending bike led network east - west as well (University of Florida, City of Gainesville and Alachua County)
- Reduce speed limit to allow for safe cycling in lane and turns especially left turns
- Add bike lanes along whole length with extra warnings to cars & bikes at check points
- Signage for alternative routes to bike boulevard wherever possible
- Increased policing of stopping in bike lane
- Adopt Complete Street concepts
- Use University of Florida expertise to address all technical aspects

Map Comments

- Shade trees between State Road 331 (Williston Road) and State Road 226 (SW 16th Avenue)
- Corridor does not require parking spaces, major design error
- Cut-through traffic into Kirkwood along SW 25th Place
- Cut-through traffic into Kirkwood along SW 21st Avenue
- Illegal parking lot at U.S. Highway 441 (SW 13th Street) and SW 21st Avenue
- New student apartments at U.S. Highway 441 (SW 13th Street) and SW 18th Place
- Truck route along State Road 226 (SW 16th Avenue)
- Bottleneck U.S. Highway 441 (SW 13th Street) and State Road 226 (SW 16th Avenue)
- 25 miles per hour speed limit on State Road 24 (Archer Road)
- Add bicycle ramp in order to access Depot Avenue Trail west of U.S. Highway 441 (SW 13th Street)
- Increasing Northbound Truck Traffic on U.S. Highway 441 (SW 13th Street)
- No crosswalk at U.S. Highway 441 (SW 13th Street) and State Road 331 (Williston Road); Pedestrians need extra time in order to cross; pedestrians caught in median ditch
- At SW 25th Place - Bus stop unsafe, blocking sightline and cars travelling southbound go around at high speeds almost hitting unseen cars
- Pedestrian Signalized Crossing at SW 21st Avenue
- Unsafe crossing at SW 18th Place
- Publicize NW 12th Street Bike Boulevard
- Cars hit NW 8th Avenue bridge; Pinch-point (nearly pinches pedestrians to death)
- NW 13th Terrace from NW 10th Avenue to NW 14th Avenue - Nice alley for bicyclists and pedestrians
- Too many curb cuts - State Road 26 (West University Avenue) to State Road 120 (NW 23rd Avenue)
- Bicyclists and Pedestrians collide on sidewalk - NW 10th Avenue to NW 16th Avenue
- No Hot Rights (right turns on red without stopping)
- Add pedestrian cycle to State Road 26 (West University Avenue) U.S. Highway 441 (West 13th Street) Intersection Signal Timing
- U.S. Highway 441 (SW 13th Street) from SW 21st Avenue to SW 18th Place - High density development that would be a good place to start building bike-to-campus separated infrastructure
- Bicycle/Pedestrian Danger Zone - U.S. Highway 441 (West 13th Street) at State Road 24 (Archer Road) Sliplane Area
- Separated bikelanes throughout corridor, initially from SW 11th Avenue to SW 9th Road
- New bike infrastructure should connect to other bike infrastructure first and then move out
- Bicycle/pedestrian blockage by delivery trucks between SW 9th Avenue and SW 8th Avenue
- Future bottleneck if or when more buildings

**Comments from Kate Walker, 1424 NW 12th Road, GNV 32605 –
loisir@bellsouth.net – land line 352-271-7426**

10/15/17
Meet
6-8
pm

When I walk from home to the campus post office, I am forced to use NW 13th Street between NW 10th Avenue and NW 7th Avenue to get across NW 8th Avenue.

My main problem as a pedestrian is being unexpectedly overtaken from behind by bicyclists who for their own safety must use the sidewalk on NW 13th Street. They usually fail to call out and certainly do not yield to me as a pedestrian.

Suggestions to improve this situation:

1. More use of bicycle boulevard on NW 12th Street would be very helpful in reducing the number of bicycles on NW 13th Street; however, people need to know about the bicycle boulevard. More should be done to publicize the bicycle boulevard for this purpose.
2. Keep vegetation on west side of NW 13th Street south of NW 8th Avenue bridge pruned. Each summer it overgrows the sidewalk and forces pedestrians to walk in the middle of the sidewalk, leading to more clashes with bikes on sidewalk. I have complained about this online to City of Gainesville for at least two years, which forwards the complaint and then someone prunes the vegetation (thanks!). How about scheduling a regular pruning in early August of each year?
3. There are two problematic street light poles right in the sidewalk itself: one in front of 816 NW 13th Street and one in front of 720 NW 13th Street (all others are in the grass and away from sidewalk). The distance between the “816” pole and the grass berm is only 38 inches. The distance between the “720 pole” and the grass berm is 44 inches. A bike cannot easily pass a pedestrian within those distances.
4. Speaking of grass berms, please brick in the berms on the west side of NW 13th Street between NW 10th Avenue and the NW 8th Avenue bridge (this has already been done, but with concrete, on the east side). This would leave more room for bikes and pedestrians to somehow get past each other.
5. The NW 13th Street bridge over NW 8th Avenue has already been widened as best you can (again thanks) and it is good to have thick concrete to protect pedestrians on bridge from cars. However, the inadequate holes on the west side mean that water builds up after rain and does not dry up, keeping sidewalk wet. This bridge is obviously completely inadequate for the needs of pedestrians and bikes. If you have any budget at all, please improve this bridge. Even a quick look shows that cars hit the concrete rail on the west side of the street fairly frequently. The whole thing is an accident waiting to happen.

Please respond

Mike Escalante

From: Kate Walker [loisir@bellsouth.net]
Sent: Tuesday, October 15, 2019 3:14 PM
To: 'Batey, Dekova T.'
Cc: Mike Escalante; Scott Koons
Subject: RE: Tonight's 13th Street Workshop

Dear M. Batey,

Yes, I was aware I was contacting the City of Gainesville, which is responsible for the bike boulevards. I am firmly convinced that the NW 12th Street bike boulevard can help to take the strain off of the NW 13th Street corridor. I asked you for the information because I plan to raise the issue this evening if time is allowed by FDOT for citizen comment. Since the FDOT event this evening was posted where I found your contact information online, I assumed you or someone from your organization would be there.

As for the law you cite, I will simply say that when silently buzzed from behind by bicycles careening past me on the NW 13th Street sidewalk, it is as much as I can do to holler out "SAY SOMETHING!!!" but the cyclists in question are hastening to class and couldn't hear me over the traffic anyway. Still, thanks for the citation.

I am glad to hear you are constantly publicizing the bike boulevards. Unfortunately, there is no bike licensing law in Gainesville, so you have no opportunity to contact cyclists directly yourselves. I knew about bike boulevards from time spent in Berkeley, California. I think they are a great idea.

Keep up the good work,
Kate Walker

From: Batey, Dekova T. <bateydt@cityofgainesville.org>
Sent: Tuesday, October 15, 2019 1:48 PM
To: Kate Walker <loisir@bellsouth.net>
Cc: Michael escalante <escalante@ncfrpc.org>; Scott Koons <koons@ncfrpc.org>
Subject: RE: Tonight's 13th Street Workshop
Importance: High

Hi Kate Walker,

Thank you for your inquiry.

I would like to first clarify that you have contacted the City of Gainesville Bicycle/Pedestrian Program, which is not the actual host of tonight's workshop, the agency that is hosting the event is the Metropolitan Transportation Planning Organization (MTPO), as they are a body of the Alachua County and Gainesville City Commission sitting as our area transportation authority to advise the Florida Department of Transportation (FDOT) on federally funded projects in our area. The MTPO is staffed by the North Central Florida Regional Planning Council (NCFRPC) and they will be on hand for the event. I will alert MTPO staff of your question via CC: of this email.

To address your concern, The City of Gainesville Bicycle/Pedestrian Program provides bicycle, pedestrian and other mobility related education/safety/information outreach and encouragement year-round. The Bicycle Boulevard information is shared in the form of meeting and event presentations, trainings, workshops, booths, printed advertisements, online /social media postings, etc. Specifically, the City is able to share information and resources such as the Bike Boulevard during the Alachua County Public School Driver's Education classes, various school presentations, community neighborhood association meetings, community events via booths, area coalition and regional meetings such as the Community Traffic Safety Team (CTST), Black on Black Crime Task Force community meetings (i.e. Rotary Club, Alachua County Healthiest Communities), UF & Santa Fe College outreach events/workshops (sometimes providing bicycle safety accessories including bicycle bells), corporate events such as agency health fairs (i.e. USDA/Jones Edmunds & Asso.) Alachua County Library District information section via rack cards and the City Bicycle/Pedestrian webpage ~~169~~ -

Safety section. The City also participates with statewide initiatives and groups where presentations are also made on our local efforts (i.e. Florida Teen Driver Safety Coalition, Pedestrian and Bicycling Safety Resource Center (PBSRC) Bicycle Helmet Community Partner Program and FDOT Regional Safety Summits).

As you have provided a location for your concern, we can look into greater outreach for that area during peak times. As this is also an issue involved with the law (*Florida statute 316.2065 (10) "A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian*), the issue could be addressed through enforcement"). If you observe regular legal violations of the law at a location during systematic times/manners, you may also contact law enforcement to handle through the Alachua County Sheriff Office non-emergency phone line (352) 955-1818.

The City is always open to outreach that serves to increase mobility in our community through appropriate education & encouragement of bicycling and walking, feel free to share any ideas or other concerns that we can consider. Please also know and share that we offer bicycle and pedestrian related materials/resources, workshops, trainings, on-bicycle safety courses, certifications, presentations and information booths for events at no cost. Specific event requests can be made HERE at this LINK! Requests can also be made via reply to this email [<mailto:bikeped@cityofgainesville.org>], by phone at (352) 393-8493 or U.S. mail at City of Gainesville Bicycle/Pedestrian Program / c/o Dekova Batey / P.O. Box 490, M.S. 5 / Gainesville, FL. 32627-0490.

Thank you again for your inquiry,

Dekova Batey, Program Coordinator
City of Gainesville Department of Mobility
Bicycle/Pedestrian Program
P.O. Box 490, M.S. 5
Gainesville, FL. 32627-0490
Phone: (352) 393-8493
Email: bikeped@cityofgainesville.org
Website: www.cityofgainesville.org/bikeped

From: Kate Walker [<mailto:loisir@bellsouth.net>]
Sent: Tuesday, October 15, 2019 8:43 AM
To: COGBikes <COGBikes@gru.com>
Subject: Tonight's 13th Street Workshop

Hi,

I regularly walk along NW 13th Street between NW 10th Avenue and NW 7th Avenue (unavoidable when going from home to campus area). I am often at risk from bicycles using the sidewalk on the west side of the street (they have no other choice really, but also have no road manners, such as calling out "bike behind you").

The question I will raise tonight is what steps are being taken to ***publicize the NW 12th Street bicycle boulevard*** to help relieve bicycle sidewalk traffic on NW 13th Street. Please be prepared to answer that question.

Please note that when I take my bike instead of walk, I certainly use the bicycle boulevard myself.

Sincerely,
Kate Walker
1424 NW 12th Road
Gainesville, FL 32605

October 15, 2019

Dear Members of the Metropolitan Transportation Planning Organization (MTPO),

I am writing to express my concern regarding the current state of SR 441/South 13th St. I commute by bike to work at the University of Florida Health Science Center and live near the intersection of 13th St. and Williston Rd. In my experience, the stretch of 13th St. from Archer Rd. to Williston Rd. is extremely dangerous because of a lack of protected bike lanes, debris, and the many entrances to businesses that intersect with the road. I have been nearly hit by cars many times riding to and from work in this area. Cars drift in and out of the bike lane and frequently do not stop as they pull into the road when existing parking lots. The intersection of 13th St. and Williston Rd. is particularly dangerous for cyclists proceeding south because drivers making a right turn onto Williston Rd. frequently do not look for cyclists as they cross the bike lane. It is also very common that drivers will stop their cars in the bike lane when traffic backs up at peak times, forcing cyclists either off road or into the right lane of traffic. Because of these issues, I now rarely use 13th St. to commute and instead take a route with a protected bike path that more than doubles my transit time.

I strongly encourage you to make affirmative steps to address the cycling infrastructure issues in this area.

Sincerely,



Jeff Boissoneault
1709 SW 43rd Ave
Gainesville, FL 32608

Mike Escalante

From: Thomas Hawkins [wthomashawkins@gmail.com]
Sent: Wednesday, October 16, 2019 9:13 AM
To: Mike Escalante
Cc: cdawson@alachuacounty.us; Debbie Leistner
Subject: Re: Comment from public meeting Tuesday evening

Mike,

I sent this email yesterday evening from my phone, and am noticing now that it looks like gibberish!

Here are the comments I intended to make:

"Thank you for hosting the presentation this evening!

"I'm sending an email because I was not able to stay long enough to give comments.

"Still, I would like to share my observations on 13th Street in Gainesville. The road just doesn't feel safe. I travel on 13th Street using my bicycle and my automobile or by walking.

"Many portions of this roadway — even adjacent to the University of Florida — lack any sidewalk. Most of this roadway has no bike lane. Where sidewalks are present, they are narrow. Single occupant often motor vehicle traffic obstructs transit vehicles. Most crosswalks are unmarked.

"We can do better! Please relay to be MPO that at least this member of the public supports continuous and wide bike lanes, wide sidewalks, marking all crosswalks, and a dedicated transit lane on 13th Street throughout the city of Gainesville.

"As always, I appreciate your service."

With thanks,

Thomas

(352) 377-3141

On Tue, Oct 15, 2019 at 6:45 PM Thomas Hawkins <wthomashawkins@gmail.com> wrote:
Mike,

Thank you for hosting the presentation this evening!

I'm sending an email because I was not able to stay long enough to give comments.

Still, I would like to share my observations on 13th Street in Gainesville. The road just doesn't feel safe. I travel on 13th St. using my bicycle and my automobile. I also frequently jog and walk there.

Many portions of this roadway — even adjacent to the University of Florida — lack any sidewalk. most of this roadway has no bike lane. Where sidewalks are present, they are narrow. Single document motor vehicle traffic obstructs transit vehicles.

We can do better! Please relay to be MPO that at least this member of the public supportsSingle document motor vehicle traffic obstructs transit vehicles. continuous and wide bike lanes, wide sidewalks, and a¹⁷³—

dedicated transit lane on 13th St. throughout the city of Gainesville.

As always, I appreciate your service.

Thomas

Thomas Hawkins

Mike Escalante

From: Robert Karp [bobkarp@gmail.com]
Sent: Wednesday, October 16, 2019 11:22 AM
To: Mike Escalante
Subject: Comments regarding 13th Street Community Workshop

Thanks so much to the MTPO for hosting the Community design workshop regarding improvements to 13th Street from SW Williston Road to NW 23rd Ave.

It was great to see such a large turnout for this workshop which included neighborhood residents, UF students and staff, bicycle/pedestrian advocates and the director of the UF Transportation Institute.

I've used the US 441 corridor for more than 40 years, much of it commuting to UF campus from the Stephen Foster neighborhood by bus and bicycle on NW 13th St. It's remarkable how little has changed in the overall design of the corridor, especially in the segment north of the rail-trail overpass.

I would encourage a redesign that includes the Complete Streets principles, which has been officially adopted by FDOT. These principles emphasize that all users should be considered, whereas now the emphasis is clearly on moving motor vehicles as quickly as possible. Complete Streets also contextualizes roadway design depending on whether they are rural, suburban or urban, instead of the previous one-size-fits-all.

My first recommendation is make design changes that encourage lower speeds which are more suitable to an urbanizing environment. Lane widths which now average more than 12' in width can be reduced to 10 or 10 1/2 feet, allowing space for a 5-foot bike lane on each side. The few "pinch points" such as the 8th Avenue viaduct and the mid-block crossing at GHS could provide for bike ramps onto the sidewalk allowing bicyclists that option should they not want to take the full travel lane for those two short distances.

I would encourage reducing posted speed limits to a standard 30 MPH throughout the corridor. Next to UF campus I would also encourage reducing it to 20 MPH to match the campus speed limit and the newly posted 20 MPH speed limit on Archer Road in front of the medical center buildings.

These recommended design changes -- lowering posted speed limits, reducing travel lane widths, adding bike lanes where possible -- are inexpensive options which do not require movement of curbs, but rather just repainting and new signage.

I urge the MTPO and FDOT to make these changes as quickly as possible so we can make this corridor safer for the thousands who use it daily whether they be pedestrians, bicyclists, e-scooters, transit riders or motorists. It's well past time to redesign 13th Street as an urban street that traverses the heart of Gainesville in its most densely populated areas.

Bob Karp
Gainesville Citizens for Active Transportation

**MTPO COMMUNITY WORKSHOP ON 13TH STREET
Comments of Penny Wheat – October 15, 2019**

Thank you to the MTPO for amending the US 441 Multimodal emphasis corridor study to include that segment of US 441 from Williston Road north to Archer Road.

In 2001-2002, the City and County jointly funded a design charette for this SW 13th Street corridor in order to create a cohesive, comprehensive, planned transportation corridor that serves residents and visitors. Unfortunately, the Florida Department of Transportation (FDOT) has refused even to lower speed limits or make intersection/pedestrian/traffic flow improvements to the corridor, stating that this corridor is “rural”. In fact, it is rapidly urbanizing.

Since the 2002 design charette, many businesses large and small have opened along the corridor, the character of transportation has changed, and other factors have increased traffic volume along this corridor:

Significant new development since the 2002 charette

-West side of SW 13th Street adjacent to Tumblin’ Creek: a 600⁺-bedroom, 4 story apartment complex under construction

-East side of SW 13th Street at SE corner of SW 25th Place (entrance to Kirkwood): hotel under construction. Currently at this location there is only a median cut-through, but no roundabout, traffic signal, or pedestrian crosswalk/signal.

-West side of SW 13th Street at SW corner of SW 25th Place (next to City College): neighborhood meeting has held by RISE developers for a planned 160-bed apartment complex. Across SW 13th Street from the hotel under construction, there is only a median cut-through, but no roundabout, traffic signal, or pedestrian crosswalk/signal.

-UF Health-new hospital: UF Health completed its new hospital, emergency room and trauma center, located in the quadrant bounded by Archer Road (N), SW 13th Street (E), and SW 16th Avenue (S). There is an adjoining hotel also under construction along SW 16th Avenue. This generates additional traffic, but not all faculty, staff and students use cars: there is an increase in pedestrian traffic, scooters, and a need to safely cross various roads. The new hospital complex has changed both the volume and flow of traffic. There may be opportunities for additional public transit, off-road bus stops or bicycle paths, and other types of shuttle services.

-The parking garage with first-floor businesses has been open for at least 4 years, and across SW 13th Street from it, there are two relatively new multi-family housing complexes.

-On SW 16th Avenue east of SW 13th Street, the Retreat multi-family apartment complex was constructed some years ago.

Traffic flow issues

MTPO-adopted plans have Archer Road shedding traffic onto SW 16th Avenue, and SW 13th Street. This significant increase in traffic is IN ADDITION to the new units under construction. This is particularly true of truck traffic, more and more of which is crossing Williston Road at its intersection with SW 13th Street. Though this (SW 13th Street/Williston Road) is a signalized intersection, it is relatively ugly and difficult to cross on foot. Getting stuck in the median ditch is an experience no one should have to endure, especially in a wheelchair or with young children (both of which have been observed.)

As renovations and new development have occurred along SW 13th Street, there is a multiplicity of curb cuts which require traffic to stop suddenly in the road when a vehicle turns into a business, hotel or apartment complex. This is unsafe for bicyclists and pedestrians who may be on the street or sidewalk. There are not shared driveways or parking lots, forcing a driver to go out onto SW 13th Street to get to back into an adjoining business.

Both the VA and UF Health have daily multiple shift changes that cause increased traffic in both directions of SW 13th Street at different hours than AM and PM peak travel times. In addition, there are more emergency service vehicles on SW 13th Street than before the hospital was completed. Some may even be coming from Marion County to the trauma center, as we frequently witness them traveling north-bound while still south of Williston Road.

The confluence at the intersection of SW 13th Street and SW 16th Avenue-without appropriate intersection improvements-is becoming ever more dangerous.

Without appropriate traffic controls and safety improvements, there will continue to be a steady increase in traffic cutting through Kirkwood (from SW 13th Street to Main Street), in an attempt to circumvent the bottlenecks. This will further degrade the quality of life in Kirkwood, and potentially jeopardize anyone walking or biking along its neighborhood streets.

Thus, the FDOT, while developing the US 441 Multimodal emphasis corridor study, should include this issue of cut-through traffic.

Need for designated mid-block crossings and pedestrian signals

On SW 13th Street, there are signalized intersections only at SW 16th Avenue; SW 14th Drive, .9/mile south (by the Wyndham Hotel); and Williston Road, another .7/mile south. There are no mid-block crossings, crosswalks, or street lighting, even though there are many apartment complexes, restaurants, hotels, a drug store, and other reasons to cross from one side to the other. At night, it is completely dark at crossing areas.

There are numerous areas where people cross SW 13th Street haphazardly, day and night; there are people in wheelchairs who must cross SW 13th Street to get back and forth between shops and their living places; and there have been a number of deaths due to all these factors and poor street lighting, especially at intersections.

Because there are no mid-block crossings, or pedestrian signals (as on NW 8th Avenue at Westside Park), motorists have no advance awareness when pedestrians simply step out into oncoming traffic – which they regularly do. Needed services or restaurants, etc., are on the opposite side of the road from residences and hotels. In addition, those who live on the west side of SW 13th Street will cross oncoming traffic to get to the bus stop on the other side of the road. There are also many people along the corridor who use wheelchairs and walkers, as well as pedestrians. Farther east along SW 13th Street is an elderly care facility.

Bus stops: are no longer located in safe locations. Of particular danger is the bus stop located on SW 13th Street in front of City College, just north of SW 25th Place. When buses stop at this location, they block the sightline and ingress/egress to SW 25th Place. Motorists tend to change lanes and speed up to get around the bus. There have been many almost-accidents when vehicles exiting SW 25th Place (attempting to travel either direction) cannot see oncoming vehicles.

Transit riders are required to cross roads at unsafe locations to get to bus stops, and some stops are located in areas that create safety issues with sight distance.

Scooters: In 2001-2002 at the time of the design charette, the use of scooters --particularly by UF students-- was not nearly as prevalent as today. Scooters have joined vehicles, bikes and motorcycles as a significant additional form of transportation in our university community.

Currently, there is only a median cut at the ingress/egress to the 600-bed apartment complex, under construction on the west side of SW 13th Street between 18th Place and Tumblin' Creek. There is not enough lighting, and no designated mid-block crosswalks. Without intelligent design and the addition of safety features, the addition of at least several hundred scooters will be a disaster.

The intent of the 2002 joint City/County charette and special corridor plan was for FDOT to have these standards in place so that the southern entrance to Gainesville is both safe and aesthetically pleasing to residents, businesses, and visitors. Thank you again for hearing from those of us who live along, and travel, this unsafe corridor. This time, we hope that the MTPO and FDOT will take action before more accidents and deaths occur.

1639 NW 11th Road
Gainesville, FL 32605-5319
October 15, 2019

Metropolitan Transportation Planning Organization (MTPO)
For the Gainesville, Florida Urbanized Area

Subject: Recommendations for the US Highway 441 (West 13th Street) "Community Workshop", October 15, 2019, from 6:00-8:00 PM at UFINNOVATE, 747 SW 2nd Avenue, Gainesville, Florida.

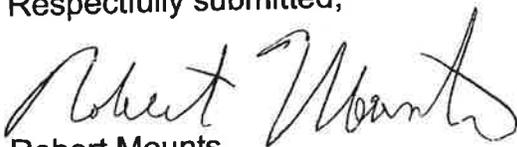
As posted this afternoon on Facebook (<https://www.facebook.com/robert.t.mounts>):

Number one recommendation for West University Avenue (SR 26) and 13th Street (US 441): This is what I have been advocating for at least the last two years as a simple, pragmatic solution to the current congestion at this busy intersection, literally at the entrance to the University of Florida (UF). It would eliminate the backup in the right lane going south of vehicles waiting to turn right until all the pedestrians (mostly students) cross the street on the west side between the UF and "The Standard", a luxury student apartment building. It is very low-cost: just restriping the roadway and reprogramming the traffic light. This will be my recommendation to the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area "Community Workshop" tonight, October 15, 2019, from 6:00-8:00 PM at UFINNOVATE, 747 SW 2nd Avenue, Gainesville, Florida. If you agree this makes sense, attend and let them know.

Next, let's get on with the 2015-16 (?) Florida Department of Transportation (FDOT) proposal for redesigning West University Avenue from 13th Street to Gale Lemerand Drive as a "safe street" for multi-modal users. Then, do the same thing with 13th Street between NW 7th Avenue and SW Archer Road. The city is doing this now with South Main Street. Oh yes, developers seeking to build more high-rise student apartment buildings along these major transportation corridors should share in the cost.

https://gizmodo.com/a-simple-change-transformed-one-of-la-s-busiest-interse-1779684171?utm_medium=sharefromsite&utm_source=facebook&fbclid=IwAR00k1eyWZ0auKmUcp-WxbYerivdq90OfKBjOCWmzgJn0WZEta9BgzAVpM (copy attached)

Respectfully submitted,



Robert Mounts
Former Chair, College Park University Heights Redevelopment Advisory Board
President, University Park Neighborhood Association (UPNA)



A Simple Change Transformed One of LA's Busiest Intersections Into One of its Safest



Alissa Walker
5/31/16 9:10PM • Filed to: HEY I'M WALKING HERE ▾

170.4K 420 31



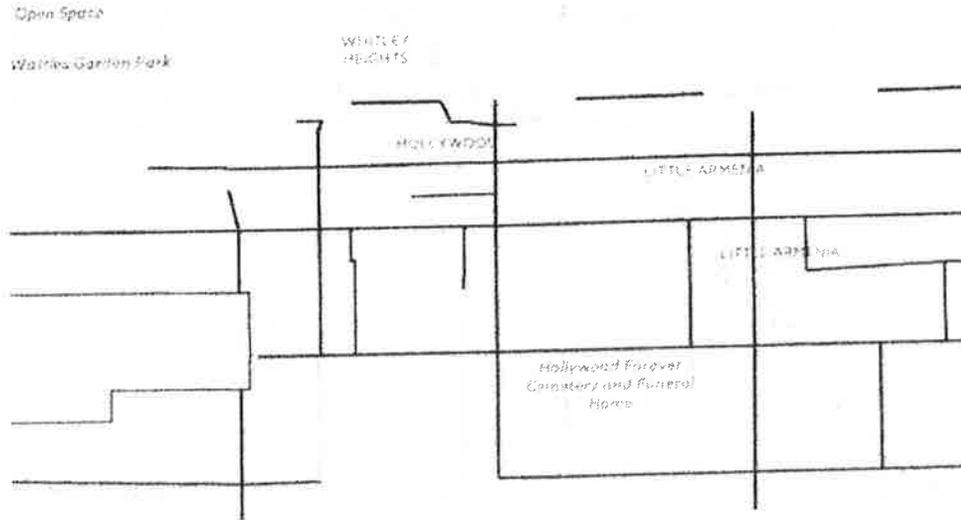
The "scramble" crosswalk at Hollywood and Highland. (Image: LADOT)

The intersection of Hollywood Boulevard and Highland Avenue is among the world's most famous—you've seen it broadcast every year on the Oscars as the start of the red carpet. But like most celebrities, the tourist-thronged Los Angeles landmark had a very dark secret: It was known as one of the most dangerous intersections for pedestrians in LA. That all changed six months ago.

Late last year, after the alarming news that pedestrian deaths were skyrocketing nationwide, several reports investigated Los Angeles'

Hollywood and Highland, which is not just one of LA's busiest for both

paying attention—on both sides of the windshield. Not to mention the fact that the sidewalks are sometimes so crowded that people have no choice but to walk in the street.



LADOT released a map called the "High Injury Network" with the most dangerous streets marked in red. Hollywood has a lot of high-injury streets. (SWITRS, LADOT. January 2009 – December 2013.)

In November, LA's Department of Transportation (LADOT) redesigned the intersection with a new "scramble" crosswalk (also known as a Barnes Dance). This kind of crosswalk design prevents crashes by separating pedestrians and drivers in time, meaning that vehicles are stopped in all directions while pedestrians get the intersection to themselves, *then* the cars get to take their turn.



Marching diagonally across the street instead of waiting for two walk signals is a transcendent experience for pedestrians who are used to timidly scurrying across crosswalks. But the best news of all, at least for those behind the wheel, is that cars are also more efficiently routed through a scramble, due to the reduction of potential conflict when they're trying to negotiate turns (which is when most crashes occur).

Using a data-driven approach to fix dangerous intersections is part of LADOT's Vision Zero Initiative, part of a global trend to reduce traffic

updated provisional crash data to an open-data portal. From 2009 to 2013, the average number of crashes per year at Hollywood and Highland was 13. But since the crosswalk was redesigned in November, there has only been one crash. (LADOT had originally reported zero crashes, but after reviewing the data found a no-injury car vs. car crash that had occurred in March.) A closer look at the data also revealed this: In the first 11 months of 2015 there were 19 crashes, resulting in 13 injuries. Reducing that figure to a single non-injury crash over six months is impressive.

“Safety is a long game, and it takes cycles before we can declare victory,” LADOT general manager Seleta Reynolds told Gizmodo. “We celebrate initial success, but our data is always evolving. We continue to focus on long-term evaluation, such as the five-year analysis that produced our Vision Zero High Injury Network.”

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Before and after at Hollywood and Highland. (Image: LADOT)

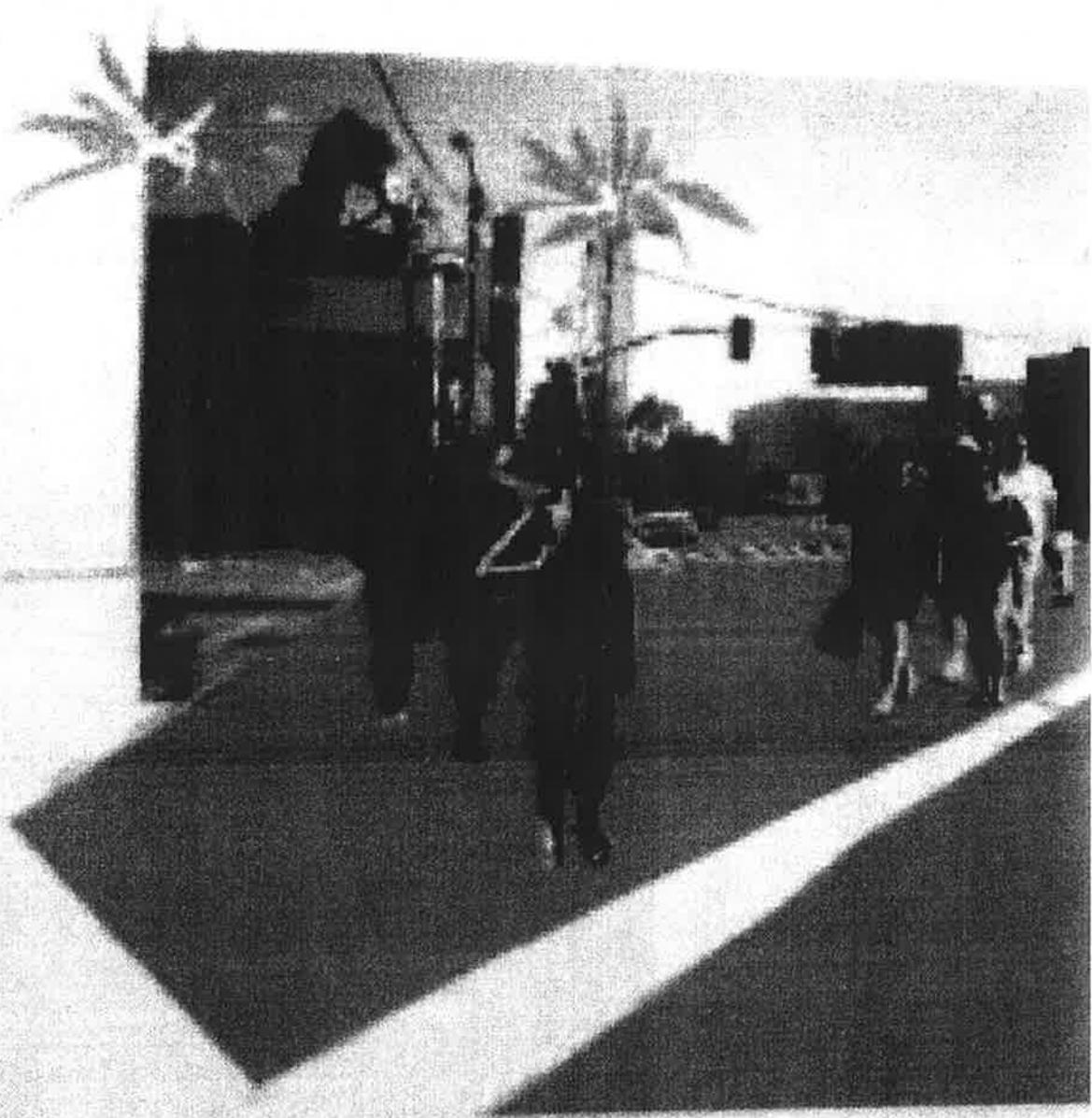
So if this works so well, why not do it at every intersection? Well, price for one: LADOT estimates the cost for the conversion is about \$100,000 per crosswalk. But beyond cost, the goal for each crosswalk in LA has to be considered separately. A scramble is the best solution for very high volume intersections, where there are lots of cars and people. But where pedestrian volume or budget doesn't allow for a scramble, there are other changes that can be made. Better striping and pushing the curb out can help make walkers more visible. And signals can be programmed at no cost to create a Leading Pedestrian Interval (LPI), which brings some scramble benefits: It keeps the light red for vehicles in all directions while giving pedestrians a “head start” to cross the street before cars will try to make turns.

ADVERTISEMENT

The idea that such a simple change could have such unequivocal impact makes it seem like an obvious solution for busy streets, but the concept is only now seeing a revival in the US. The scramble has been used to great effect in large cities from London to Tokyo. But it's not an easy sell in the US due to the perception that it exacerbates congestion

It was actually far more prevalent a half-century ago, before cities began prioritizing cars over people. In New York City, which is

A Simple Change Transformed One of LA's Busiest Intersections Into One of its Safest
experiencing an epidemic in pedestrian deaths, there's been a call for
the city to re-install them on its most dangerous intersections.



New "Star Crossing" at the Intersection of I

A scramble for Hollywood was first proposed in 1998. Image: Deborah Murphy

ADVERTISEMENT

LADOT says that more scrambles are on the way, but it might be years before they are standard in the city. Consider that a scramble was recommended for Hollywood and Highland almost two decades ago, said Deborah Murphy, founder and executive director of Los Angeles Walks. "Just think how many lives we could have saved if we had done this in 1998 when we first proposed it."

If the scramble proves effective it certainly would make sense to install more on Hollywood Boulevard, which is one of the few places in LA where pedestrians consistently outnumber cars. Of course, there's an even smarter way to make a busy street for pedestrians safer: Close it to cars entirely.

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ABOUT THE AUTHOR



Alissa Walker

Alissa is the former urbanism editor at Gizmodo.

Email Twitter Posts

Discussion

Reply

Staff (19) Community (286) Pending

Sort by:

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Popular



(//kinja.com/e36Jeff)

e36Jeff now drives a ZHP (//kinja.com/e36Jeff) · Alissa Walker
5/31/16 9:27pm (https://gizmodo.com/1779755478)

How in the name of all that's holy does some extra paint and reprogramming the existing traffic lights cost \$100k?

This seems like it should be doable for \$1k, maybe 2k tops.

Reply 37 replies



(//kinja.com/CaptainButters)

CaptainButters (//kinja.com/Ca... > e36Jeff now driv...
5/31/16 9:59pm (https://gizmodo.com/1779761009)

Used to work in transit and that is close to be expected especially if they had to reprogram and upgrade the PLCs that control the logic of the intersection. Also if that is reflective industrial paint then it

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Cyclist/Pedestrian Safety on SW 13th Street

Key Concerns and Solutions

Concerns:

- Safety! Currently unsafe conditions for pedestrians and cyclists
- Infrastructure Emphasis: Unimodal infrastructure - current infrastructure does not sufficiently accommodate alternate modes of transportation (cycling, walking, buses)
- Unattractive: trash, insufficient high-quality shade trees, disused buildings/lots

The goal:

To have **safe and effective** options for multiple modes of transportation, particularly supporting modes of transportation that promote reduced traffic, alleviate campus parking issues, encourage healthy lifestyles, foster community, improve commercial viability of SW 13th St.

Solutions

Short term: improve timing of lights to increase pedestrian crossing time, minimize sidewalk/bike lane obstructions, repair broken sidewalks, eliminate or mitigate runoff & flooding, plant high quality shade trees, pickup trash.

Long term: build safe pedestrian/bike paths that are removed from the flow of traffic (e.g., 6th street or SW 23rd St, south Main was a missed opportunity), have pockets where buses can turn in without obstructing traffic or blocking bikes, build pedestrian initiated, coordinated mid-block crossings.

See USDOT Federal Highway Administration Separated Bike Lane Planning and Design Guide.

Safety Concerns

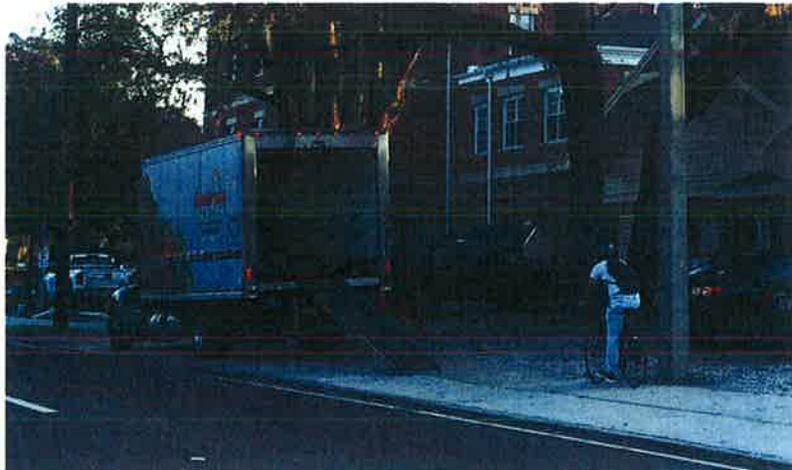
- **Obstructed bike lanes, sidewalks and crosswalks**
 - Delivery vehicles, cars, objects, construction runoff, deep water
- **Curb cuts & intersections**
 - Automobiles pulling out before or without stopping
 - Motorized vehicle traffic using designated bike lanes as an additional lane
- **Poor maintenance**
 - Cracked/uneven concrete sidewalks & tarmac

Safety Concerns – Obstructions



Issues: No bike lane, delivery trucks frequently on sidewalk. A safety hazard for cyclists and pedestrians in a high traffic area - Buses, semi-trucks and construction vehicles

Safety Concerns – Obstructions



Safety Concerns – Obstructions



Safety Concerns – Obstructions



Safety Concerns – Obstructions



Safety Concerns – Obstructions



Far from the only offender. Two examples from a 10 min period in front of Blue Gill.

Safety Concerns – Obstructions



Blocked lane, again, plus no midblock crossing.

Safety Concerns – Obstructions



Safety Concerns – Obstructions



Sidewalk and bike lane blocked!



Note: on campus, not 13

Safety Concerns – Obstructions



And uneven sidewalk/debris

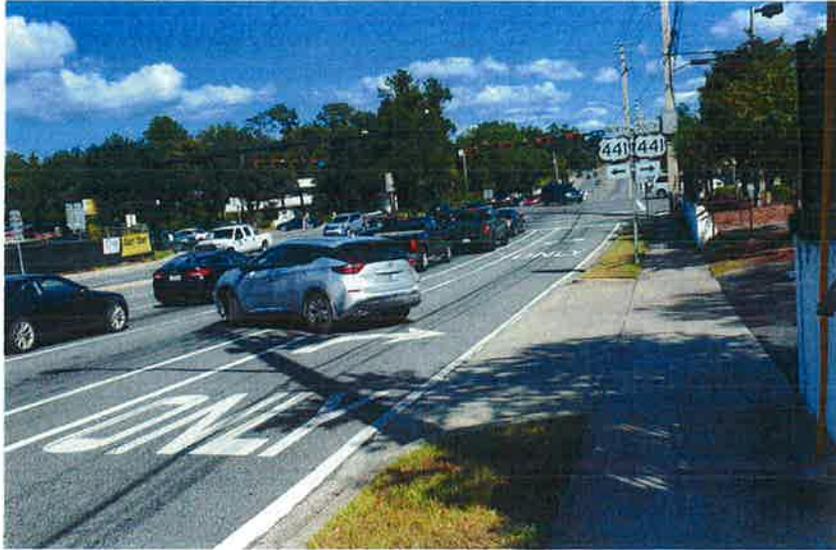
Safety Concerns – Obstructions



Safety Concerns – Obstructions



Safety Concerns – Obstructions



Safety Concerns – Obstructions Water/Runoff



Safety Concerns – Obstructions Water/Runoff



Safety Concerns – Obstructions Water/Runoff

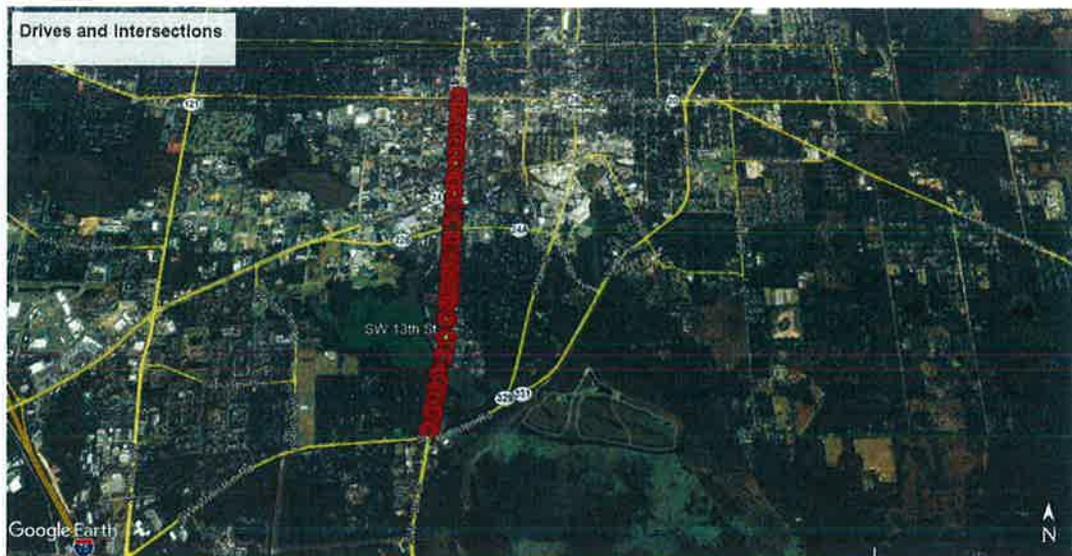


Note the truck blocking the bike lane!

Safety Concerns – Curb Cuts

- At every intersection of pedestrian, bicycle and automobiles, there is an increased risk for fatalities.
- Many cyclists have experienced close calls or collisions with automobiles which pull out beyond the stop line (if present) and/or do not stop prior to pulling onto SW 13th (and elsewhere).

Safety Concerns – Curb Cuts & Intersections



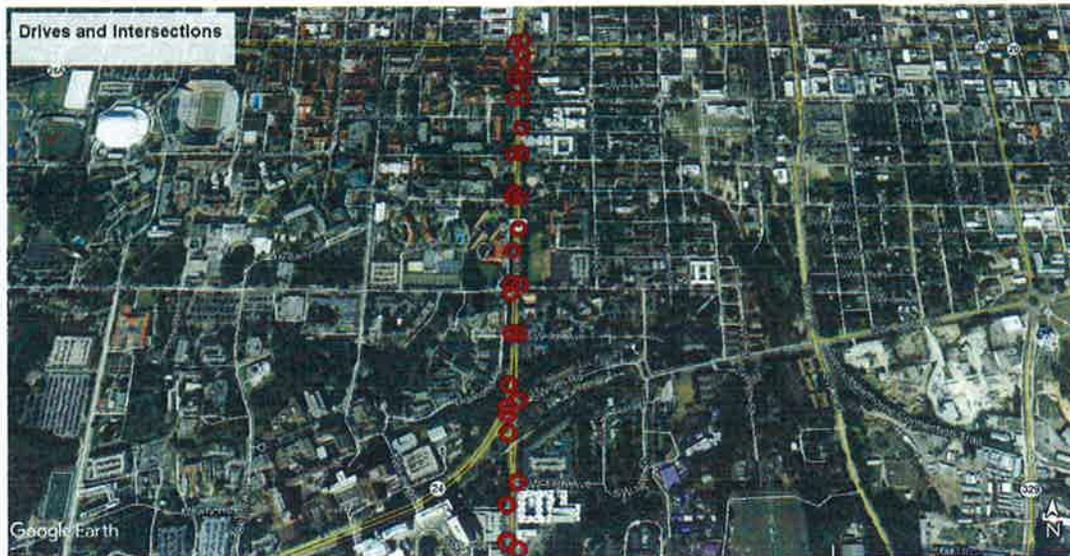
Safety Concerns – Curb Cuts & Intersections



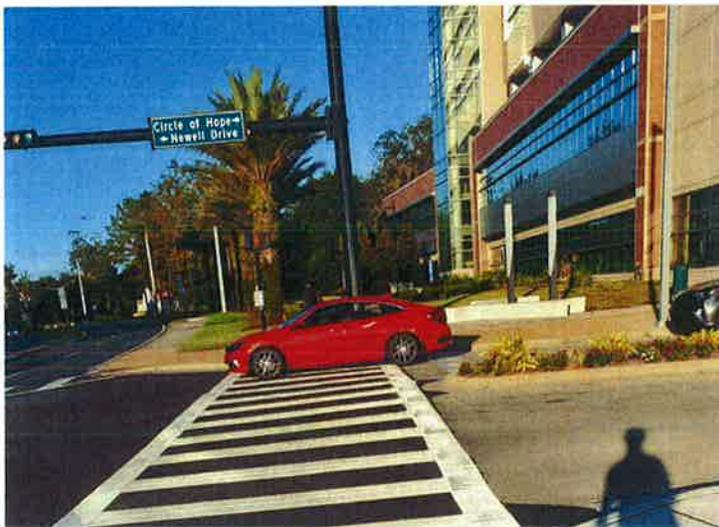
Safety Concerns – Curb Cuts & Intersections



Safety Concerns – Curb Cuts & Intersections



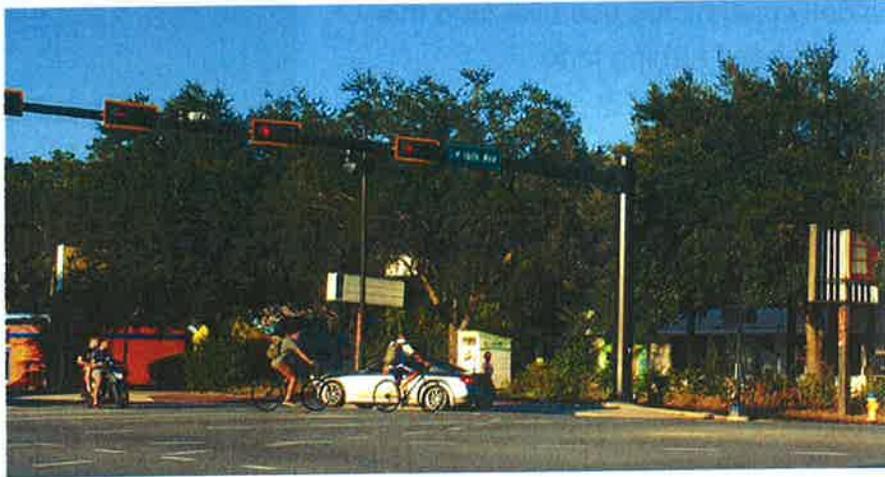
Safety Concerns – Curb Cuts & Intersections



Not on 13, but close.
I've nearly died multiple times here.
Close calls with cars doing just
what this one did, not stopping until
over crosswalk despite red light, but
with a large truck in the left turn
lane blocking their view.

Sadly, this path is an ideal
pedestrian/bike solution, a
bidirectional separated path, except
where it intersects with vehicular
traffic.

Safety Concerns – Curb Cuts & Intersections



Safety Concerns – Curb Cuts & Intersections



Safety Concerns – Curb Cuts & Intersections

- On a daily basis, cars use bike lane this as an extended turning lane



Safety Concerns – Poor Maintenance



Other Issues

- Trash
- Insufficient high-quality shade trees
 - Extend planting as done on Archer and elsewhere around town to SW 13th.
- Insufficient bike parking

Other Issues



Other Issues



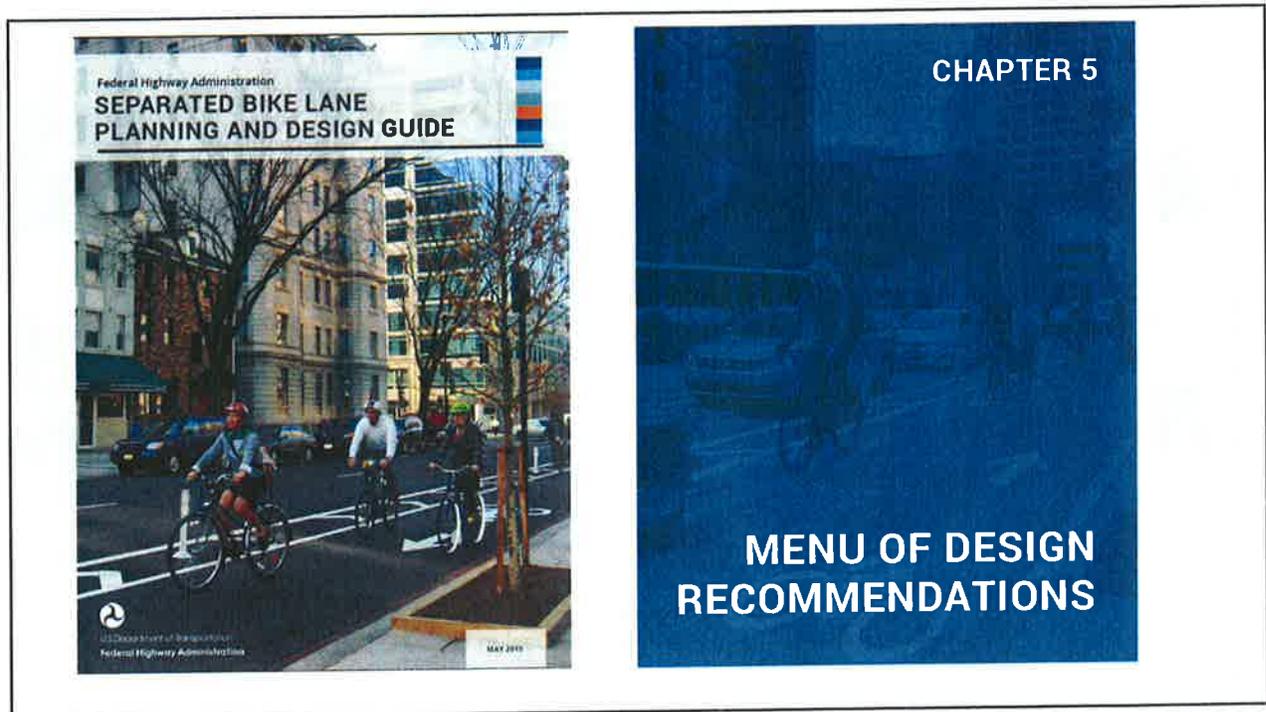
Trash, including medical waste

Solutions

Short term: improve timing of lights to increase pedestrian crossing time, minimize sidewalk/bike lane obstructions, repair broken sidewalks, eliminate or mitigate runoff & flooding, plant high quality shade trees, pickup trash.

Long term: build safe pedestrian/bike paths that are removed from the flow of traffic (e.g., 6th street or SW 23rd St, south Main was a missed opportunity), have pockets where buses can turn in without obstructing traffic or blocking bikes, build pedestrian initiated, coordinated mid-block crossings.

See USDOT Federal Highway Administration Separated Bike Lane Planning and Design Guide.



Protected bike lanes are a solution

potential bicyclists. Findings suggest that striped or painted buffers offer some level of increased comfort, whereas buffers with some sort of physical protection, even protection as minimal as a plastic flexpost, yield significant increases in perceived comfort for potential cyclists with safety concerns (the interested but concerned). Of residents living near recently built protected bike lanes, 71% of all residents and 88% of the interested but concerned indicated that they would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.

McNeil et al. (2015)

Influence of Bike Lane Buffer Types on Perceived Comfort and Safety of Bicyclists and Potential Bicyclists

CHAPTER 6

FORMS OF SEPARATION

Raised Lane



Separated bike lanes may also be designed to use different pavement types, materials, to help heighten and delineate the separation level. A 3-inch mountable curb may be used as an alternative.

Planters



This form of separation provides an aesthetic element to the street scene, a visible vertical barrier, and a space to plant. However, depending on the placement, this treatment is more restrictive than other solutions, requires maintenance of the landscaping, and may not be as appropriate on higher speed streets.

Vertical elements in the buffer area are critical to separated bike lane design. These separation types provide the comfort and safety that make separated bike lanes attractive facilities. The selection of separation type(s) should be based on the presence of on-street parking, overall street and buffer width, cost, durability, aesthetics, traffic speeds, emergency vehicle and service access, and maintenance. In certain circumstances, emergency vehicle access may need to be provided through low or mountable curbs or non-rigid means. The spacing and width dimensions that follow are suggestions; narrower buffer widths may be used so long as the vertical elements can be safely accommodated under the conditions of that roadway. To realize the full benefits of several treatments at a potentially lower overall cost, a combination of separation treatments may be used.

Cyclists enjoy the greatest level of comfort when buffers provide greater levels of physical separation. The National Institute for Transportation and Communities' (NITC) report, "Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.," found that planters, curbs, and flexible delineator posts provided the greatest sense of comfort, and that any type of buffer shows a considerable increase in self-reported comfort levels over a striped bike lane.

CHAPTER 7

FORMS OF SEPARATION

Concrete Barrier



Concrete barriers provide the highest level of physical protection among physical separation types. They provide maximum protection from many of the collision treatments and require little maintenance. However, this barrier type may be less attractive and may require additional drainage and service vehicle provisions. A top-of-barrier should be installed where emergency and service vehicles are required.

Raised Median



Concrete curbs can either be cast in place or precast. This type of barrier element provides good protection and is not too expensive. A concrete raised median that is attractive will only be long-term maintenance required. Mountable curbs are an option where emergency vehicle access may be required.

Federal Highway Administration
Separated Bike Lane Planning and Design Guide C

Solutions

- Include SW 13th Street in the Multimodal Emphasis Corridor Study
- Support further community engagement in design decisions

Mr. Koons stated that, each year, priorities for unfunded projects are submitted to the Florida Department of Transportation. He said that these priorities are used by the Department to develop its Tentative Work Program. He added that the draft List of Priority Projects for this year includes projects from the adopted Year 2040 Long-Range Transportation Plan and from local agency recommendations. He discussed the project priorities and answered questions. He also suggested an extension of the U.S. Highway 441 (West 13th Street Multimodal Emphasis Corridor Study) to be from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue) in order to include the part of corridor in the SW 13th Street Charette report. He noted that the Metropolitan Transportation Planning Organization would have an opportunity to provide comments on the Department draft Tentative Work Program later in 2019.

MTPO Minutes, June 24th 2019

GENESIS HALFF ABOUT US OUR WORK NEWS RESOURCES CONTACT US

Client: Sprinkle Consulting (Dade, North Central Regional Planning)

Location: Gainesville, FL

Size: 2 miles (Cable Lemanard Drive to Woody Road)

Services: Transportation & Mobility

Highlights:

Contact Staff: James P. Sullivan, P.E.



The SR 26/University Avenue corridor represents the center, both geographically and culturally, of the Gainesville community. It is one of the primary east-west corridors operating the University of Florida, Downtown Gainesville, and historic eastside neighborhoods means that the community and all of the area's governmental and transportation providers are significantly invested in the corridor's functionality, aesthetics, and overall success. Because of the corridor's importance to the community and its need to serve a diverse set of users of the transportation system, the Gainesville MTPG and other local transportation agencies have identified it as a priority that should emphasize multimodal travel and more accommodating motor vehicle travel, bicycling, walking, and transit use. While there is an urgent opportunity to improve the experience of using all four of these modes, there is a solid foundation of elements on which to build.

Genesis Planners and Engineers supported Sprinkle Consulting with data collection, analysis and reporting to complete a report identifying improvements needed to support safety for all users of the corridor. Specific projects were identified and prioritized to enhance pedestrian travel, transit operations and bicycle traffic interaction operational improvements were also recommended to reduce vehicle delays and improve Level of Service. The prioritized projects were recommended to FDOT District Two for inclusion in their five year work program.

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SEP 05 2019



District Two Traffic Operations

1109 South Marion Avenue

Lake City, Florida 32025

AR 2019.0154 Study Brief

US 441 through Payne's Prairie

Alachua County

Section Number 26010000, Mile Post 7.557 - 9.857

May 2019

Prepared By: Robert Evans

Approved By: _____

Nathan Lee, P.E.

P.E. #66401

Traffic Studies Engineer

Approval Date: ____ / ____ / ____

Study Request

Traffic Operations Safety and Studies groups have been tasked with a traffic study for US 441, through Payne's Prairie. The requester is concerned with the current speed limit of 65 MPH, along with vehicles and people positioned on the shoulders. She would like to see the speed limit reduced.

Existing Conditions

This section of US 441 is a four-lane divided roadway, with four 12-foot travel lanes, a 20-foot grass median, two 8-foot paved shoulders and two 10-foot lawn shoulders. The posted speed limit is 65 MPH, as is typical for this type of State Highway through a rural area. A Straight-Line Diagram illustrating the current speed limit and lane configurations is included in Appendix A.

The Design Speed for this corridor is 60 MPH.

There are currently signs in place for No Parking on the Right of Way.

Data Collection

A field review determined the area is currently posted as No Parking. However, there were numerous vehicles parked just off the traveled lane. There are also people fishing and sightseeing on the shoulder of US 441.

A Speed Study was completed on 5/7/2019, by Peggy Malone and Associates.

- The average 85th percentile speed is 75 MPH.
- The 10 MPH Pace is 65 MPH to 75 MPH

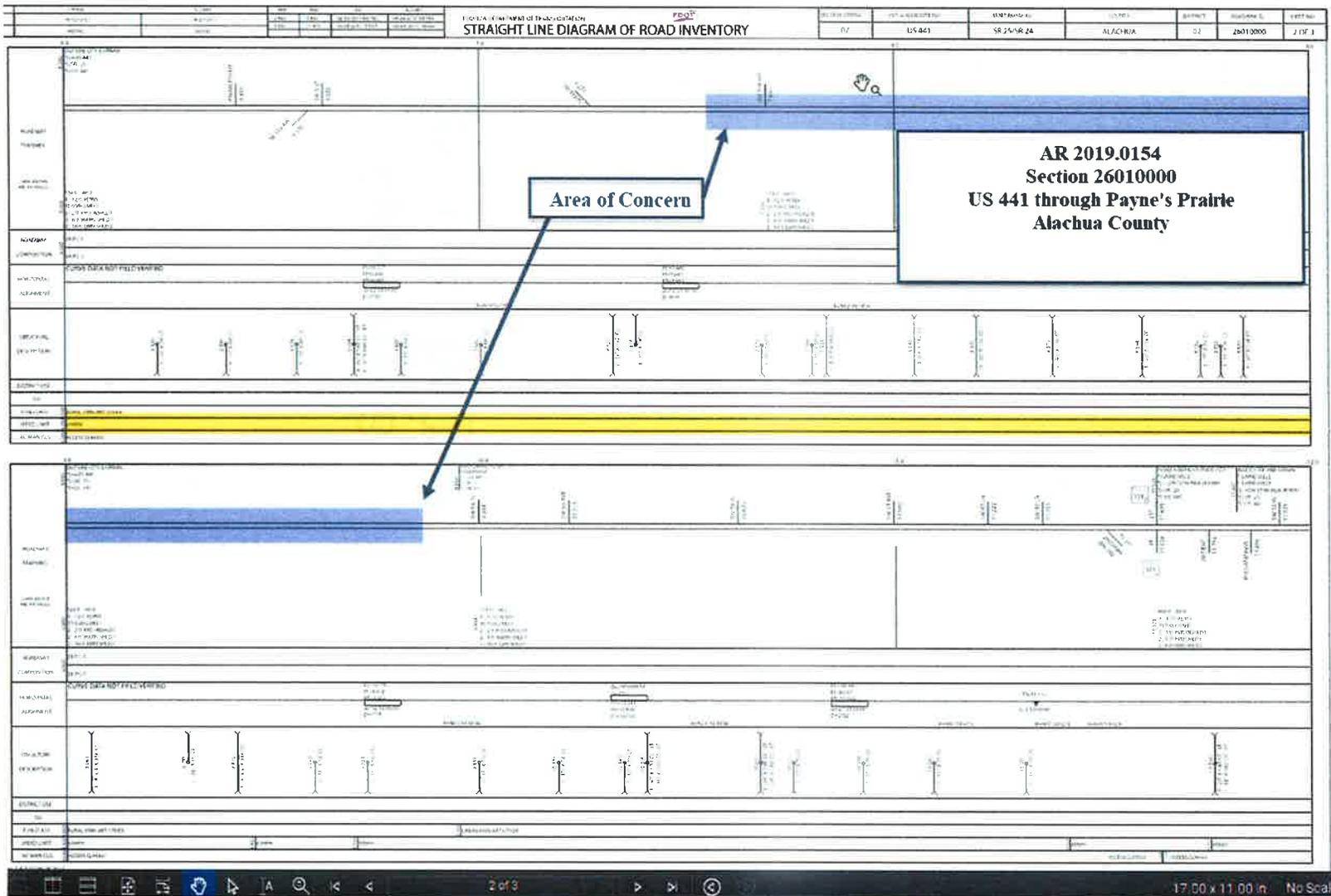
Recommendations

The corridor is currently posted at 65 MPH, which is the maximum posted speed for this type of roadway. Based on the Speed Study Data, there are no recommendations for this area.

Appendix A

SLD

SLD



Appendix B

Speed Study Data

Speed Data Files

Includes

(4) 16-page documents and (4) 5-page documents



AR 2019.0154 Speed Data US 441 SB In, N of SW 104th Ave - PDF Speed 15 min. 1mph Report Grand Total.zip

Appendix C

Images

Image 1



Image 2



Image 3





SK/ME

Florida Department of Transportation

**RON DESANTIS
GOVERNOR**

2198 Edison Avenue
Jacksonville, FL 32204-2730

**KEVIN THIBAUT
SECRETARY**

September 27, 2019

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OCT 04 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
Gainesville, Florida 32653

RE: U.S. Highway 441 (West 13th Street) Transportation Concerns- State Road 331 (Williston Road to NW 23rd Avenue

Dear Chair Cornell,

Thank you for your letter dated August 29, 2019 regarding U.S. Highway 441 to State road 331 transportation concerns.

- Regarding the Multimodal Emphasis Corridor Study in the Year 2045 Long-Range Transportation Plan, requests for studies should be funded with PL and/or other local funds. From there, a more defined project description can be added to the List of Priority Projects.
- The department will review your request to change context classification for U.S. Highway 441 from south of State Road 331 to State Road 24 from C3C Suburban Commercial to C4 Urban General. We will notify you of the final decision after the review is done.
- The department has received the approved list of priority projects that includes the extension of the Highway 441 (West 13th Street) corridor limits. The department would like to stay updated on any relevant developments regarding this subject.
- The Department has reviewed priorities 1 through 5 from table 2 of the most recent List of Priority Projects (Other Arterial Construction/Right-of-Way Priorities). Please see notes/action items for the items below:
 - **1. W University Avenue – Install Enhanced Pedestrian Crossing**
 - AT: NW 17 Street – Completed
 - AT: NW 16 & 19 Street- Design concept is currently being developed and the project is being pursued for future funding
 - **2. U.S. Highway 441 Multimodal Emphasis Study**
 - Studies should be funded with PL and/or Local Funds only.
 - **3. W University Avenue- Construct Bikeway/Sidewalk**
 - Row is cost prohibited

- **4. E University Avenue- Pedestrian-Oriented Intersection Design**
 - Will review pedestrian counts and concept cost/benefit
- **5. E University Avenue- Construct Raised Median**
 - Will be considered during the next resurfacing cycle
- Notes: Project 8 (E University Avenue- Construct Midblock Pedestrian Crossings) has been completed

If you have any questions or need additional information, please contact Mari Schwabacher at 904-360-5647 or Mari.Schwabacher@dot.state.fl.us.

Sincerely,



Greg Evans
District Secretary

xc: Karen Taulbee, Jacksonville Urban Planning Manager



October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Alachua Countywide Bicycle/Pedestrian Plan - Status Report

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its April 22, 2019 meeting, the Metropolitan Transportation Planning Organization received a request from the Alachua County Board of County Commissioners to consider updating the Alachua Countywide Bicycle Master Plan. During its discussion, the Metropolitan Transportation Planning Organization approved a motion:

to refer scoping and funding mechanisms to update the Alachua Countywide Bicycle Master Plan to its advisory committees.

At its June 24, 2019 meeting, the Metropolitan Transportation Planning Organization approved the List of Priority Projects. The List of Priority Projects includes an update of the Alachua Countywide Bicycle Master Plan as priority number 4.

At its August 26, 2019 meeting, the Metropolitan Transportation Planning Organization approved a motion to:

- *Request coordination among Alachua County, all the municipalities with Alachua County, Florida Department of Transportation and the University of Florida;*
- *Request funding participation from Alachua County in the amount of \$40,000, City of Gainesville in the amount of \$40,000 and the University of Florida in the amount of \$20,000 for an estimated \$100,000 budget;*
- *Appoint an Alachua Countywide Bicycle/Pedestrian Plan Project Steering Committee consisting of the:*
 - *Alachua County Manager or designee;*
 - *City of Gainesville Manager or designee;*
 - *Bicycle/Pedestrian Advisory Board Chair;*
 - *Citizens Advisory Committee Chair;*
 - *Alachua County Transportation Disadvantaged Coordinating Board Vice-Chair;*
 - *University of Florida President or designee; and*
 - *Florida Department of Transportation Liaison.*

- *Have the Project Steering Committee develop a scope for the development of an Alachua Countywide Bicycle/Pedestrian Plan;*
- *Contract with a consultant to develop the plan; and*
- *Include in the plan a focus on bicycle and pedestrian facility gap assessment and prioritization of future bicycle and pedestrian facilities.*

The Florida Department of Transportation has responded concerning the Metropolitan Transportation Planning Organization request for participation and coordination for the proposed Bicycle/Pedestrian Plan (see Exhibit 1).

The University of Florida has responded concerning the Metropolitan Transportation Planning Organization request for funding, participation and coordination for the proposed Bicycle/Pedestrian Plan (see Exhibit 2).

Attachment



SK
ME

Florida Department of Transportation

2198 Edison Avenue
Jacksonville, FL 32204-2730

RON DESANTIS
GOVERNOR

KEVIN THIBAUT
SECRETARY

RECEIVED

SEP 23 2019

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

September 17, 2019

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

RE: Alachua County Bicycle/Pedestrian- Coordination and Steering Committee

Dear Chair Cornell,

Thank you for your letter dated August 29, 2019 regarding the Alachua countywide bicycle/pedestrian master plan update. Please include Mari Schwabacher in any future coordination efforts and discussions regarding this plan update.

For questions and concerns please contact Mari Schwabacher at 904-360-5647 or Mari.Schwabacher@dot.state.fl.us.

Sincerely,

Greg Evans
District Two Secretary

xc: Karen Taulbee, Jacksonville Urban Planning Manager

SKME



Business Affairs
Office of the Vice President

204 Tigert Hall
PO Box 113100
Gainesville, FL 32611-3100
352-392-1336
352-392-6278 Fax

September 23, 2019

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

RECEIVED
SEP 27 2019
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Dear Ken:

I am writing to confirm the University of Florida's financial commitment in the amount of \$20,000 towards the overall estimate of \$100,000 for the development of an Alachua Countywide Bicycle/Pedestrian Plan. Linda Dixon will serve as the University of Florida representative on the Alachua Countywide Bicycle/Pedestrian Plan Project Steering Committee. This is a very important initiative and I look forward to the results of the planning effort.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Curtis A. Reynolds
University of Florida
Vice President for Business Affairs

Cc: Dr. Charles E. Lane, UF Senior Vice President and Chief Operating Officer
Craig Hill, UF Associate Vice President for Business Affairs
Linda Dixon, UF Director of Planning
Scott Fox, UF Senior Director of Transportation and Parking Services



October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: MV Transportation, Inc. Grant Application Update

RECOMMENDATION:

For Information Only.

BACKGROUND:

At its meeting on June 24, 2019, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed transportation disadvantaged program services. Part of the discussion included participation in local match funding for discretionary transportation disadvantaged service grants.

At its August 24, 2019 meeting, the Metropolitan Transportation Planning Organization, City of Gainesville Regional Transit System staff reported that there was no award for a fourth year of bus passes for homeless residents. Regional Transit System staff also reported a reapplication was being submitted.

Since the August 24, 2019 Metropolitan Transportation Planning Organization meeting, Regional Transit System staff has reported that:

- There was no new award for a fourth year of bus passes for homeless residents (see Exhibits 1 and 2) and
- An application for transportation disadvantaged funds for access to Santa Fe College was awarded (see Exhibits 3 and 4).

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

Attachments

t:\scott\sk20\mtpo\memo\td_grant_update_homeless_resident_bus_pass_oct28_mtpo.docx

EXHIBIT 1

Mike Escalante

From: Gomez, Jesus M. [gomezjm@cityofgainesville.org]
Sent: Tuesday, September 10, 2019 4:25 PM
To: Mike Escalante
Subject: CTD Grant award Package
Attachments: Document.pdf; Grant Award.pdf; Santa Fe extra.pdf

Mike:

Attached is the information you asked for. If you need additional information you can contact ED Griffin at MV Transportation.

Thanks,

Jesus Gomez | Transit Director
Regional Transit System
Phone: (352) 393-7860
Email: gomezjm@cityofgainesville.org

-----Original Message-----

From: Crawford, Mildred A.
Sent: Tuesday, September 10, 2019 3:57 PM
To: Gomez, Jesus M. <gomezjm@cityofgainesville.org>
Subject: FW: CTD Grant award Package

Jesus,

Ed sent me a scan of the CTD Agenda Packet used to award the Transportation Disadvantaged grant used to purchase bus passes for Dignity Village. He applied for the grant for the passes a total of 4 times and was awarded the grant for the first 3 years he applied for it. This is the fourth year and the CTD changed the scope and name of the grant to Innovation and Service Development Grant. No longer did buying bus passes for the homeless fit the criteria of the grant and it was denied. Ed reviewed the scope of the new grant and determined that it could be used to help Santa Fe College get students living the rural areas get to classes so he has reapplied for the grant staying in the scope and parameters set forth in the new grant. MV was successful in getting the grant awarded for this purpose.
Millie

**State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting**

MEETING DATE: June 3, 2019

AGENDA ITEM:

VII. Fiscal Year 2019-2020 Innovation and Service Development Grant Recommendations

BACKGROUND INFORMATION:

The 2019 Legislature authorized the Commission an additional \$10 million to award competitive grants to Community Transportation Coordinators (CTCs) and transportation network companies (TNCs) for the purposes of providing cost-effective, door-to-door, on-demand and scheduled transportation services that:

1. Increase a transportation disadvantaged person's access to and departure from job training, employment, health care, and other life-sustaining services;
2. Enhance regional connectivity and cross-county mobility; or,
3. Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.

Steve Holmes sent two emails (4-8-19, 4-12-19) advising interested parties about the grant opportunity. Grant application packages were emailed to CTCs on May 3, 2019, with a deadline of May 15, 2019. Twenty-four applications were received requesting \$10.6 million.

The Innovation and Service Development Grant Subcommittee met on May 23, 2019. In attendance were Commissioner Phillip Stevens (via conference call); Agency Advisors Erin Schepers (FDOT), Pete Cohen (DOEA), and Kent Carroll (APD). Commission staff Steve Holmes, Karen Somerset, Cecile Del Moral, Kyle Mills, Dan Zeruto, John Irvine, and Sheri Powers also participated in the meeting. The subcommittee reviewed all proposed project requests and recommend funding seven projects totaling \$1.4 million as reflected in the attached Innovation and Service Development Grant Summary.

The Commission will provide another opportunity for CTCs/TNCs to apply for Innovation and Service Development Grants or modify and resubmit current applications.

ATTACHMENTS:

- Fiscal Year 2019-20 Innovation and Service Development Grant Summary

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

Recommend the Commission approve funding the Fiscal Year 2019-20 Innovation and Service Development Grant project(s) as recommended by the Innovation and Service Development Grant Subcommittee.



Steve Holmes
Executive Director
Date: June 3, 2019

2019-20 Innovation and Service Development Grant Applications

Projects Not Eligible for this Grant Funding

Service Area	Applicant Name	Applicant Type (CTC / TNC)	Project Description	Total Project Cost (100%)	TD Dollar Amount (90%)	*CORRECT TD Dollar Amount (90%)	Committee Comments	Recommended Funding Amount (90%)
Alachua	MV Contract Transportation	CTC	Partnership with the City of Gainesville through its GRACE Marketplace (homeless shelter) to provide reduced fare bus passes to homeless clients as well as those who have transitioned to a permanent home but are still receiving services through the homeless shelters.	\$55,350.00	\$49,815.00	\$49,815.00	This is not an eligible project under this grant.	\$0.00
Duval (Alachua, Baker, Clay, Columbia, Putnam, Suwannee)	JTA	CTC	Partners with other CTCs to provide door-to-door trips from Veterans Homes to VA clinic in their county. Provide a group trip schedule/route between local VA clinics to the VA hospital.	\$2,000,000.00	\$1,800,000.00	\$1,800,000.00	Project does not appear to be feasible.	\$0.00
Gladys/Lendry/Lou	Good Wheels, Inc	CTC	Provide transportation to job training and employment. Transportation will be available 24/7 (within 30 minutes). Eligible riders will be those enrolled in the following programs: Goodwill Pathways to Work, Goodwill Partners for Opportunity, Workforce Development, Lighthouse Clients, and others who commute to work between the Gladys/Lendry and Lou service areas.	\$675,151.00	\$613,774.00	\$607,838.00	Project does not appear to be feasible.	\$0.00
Hillsborough	Hillsborough County BOCC	CTC	Expand service hours to include weekend transportation service to all TD riders. Expand transportation hours for employment trips throughout the week. Current hours are Monday -Friday (1 am - 5 pm).	\$468,391.00	\$421,552.00	\$421,552.00	Overall expansion of service is not eligible under this grant.	\$0.00
Manatee	Manatee County BOCC	CTC	1) Enhance the level of service for door-to-door transportation currently provided Monday - Saturday. 2) Provide a "feeder" service from remote areas to pre-defined transit hubs to promote Intra- and Inter-County Bus Travel (bus passes included).	\$261,817.00	\$235,238.00	\$232,835.00	Overall expansion of service is not eligible under this grant.	\$0.00
Putnam	Ride Solution, Inc.	CTC	Provide "on-demand" flex route service for passengers who use wheelchairs utilizing the ARBOC Equus low floor bus fitted with self-loading Q'Straint Quantum wheelchair stations. The "on-demand" is based on the ability of wheelchair passengers to board the vehicle during its route rather than having to preschedule. Two options for funding: 1) Palatka svc only \$282,167 2) Palatka and County \$570,242	\$570,242.00	\$513,218.00	\$513,218.00	This is not an eligible project under this grant.	\$0.00
St. Johns	St. Johns County Council on Aging	CTC	Provide bus passes to TD eligible riders.	\$148,500.00	\$135,000.00	\$133,650.00	This is not an eligible project under this grant.	\$0.00
Volusia	Volusia County (VOTRAN)	CTC	Expand existing transportation services by providing Sunday service.	\$385,518.00	\$346,000.00	\$346,908.00	Overall expansion of service is not eligible under this grant.	\$0.00
Total Funds Requested				\$11,823,691.00	\$10,660,811.00	\$10,641,322.00		

* Requested TD Dollar Amount was incorrect on several applications, due to match calculation errors.

EXHIBIT 3

Santa Fe EXTRA Program

Limited access to higher education has long plagued many who live in the rural areas of Alachua County. A lack of public transportation exacerbates the problem. On August 22, 2016, Santa Fe College launched Express Transportation to Rural Areas (EXTRA), a shuttle service that provided a transportation option to disadvantaged individuals in the rural areas. This service expanded educational options to many of the residents of the outlying areas to the main campus of Santa Fe located at 3000 NW 83rd St Gainesville, Florida 32606. MV Transportation provided this service with three routes:

1. High Springs/ Alachua
2. Archer / Newberry
3. Starke/ Waldo

The routes provided both morning and afternoon access—morning service into campus and afternoon service to return home. Each of the routes operated in a “park and ride” scenario where specific pickup times and locations were identified for each community served. The students taking advantage of this service met the criteria of “Transportation Disadvantaged” in that they did not have the means to get to and from Santa Fe College Northwest campus. They could either walk or get rides from their home to the pickup points or they could drive a vehicle that could travel short distances but not make the long trip to and from campus each day. The High Springs/Alachua and Archer/Newberry routes were successful, averaging about 6 students per route, with over 3000 trips provided during the school year.

Santa Fe and MV entered into a contract that was based on an hourly rate. The funding for the 2015-2016 pilot year was provided through the Santa Fe College Transportation Access Fee (TAF). Under Florida State Statute, each Santa Fe College student is charged \$3.00 per credit hour for the Transportation Access Fee. Revenue from the fee may only be used to provide or improve access to transportation services for students enrolled at Santa Fe College. The college set the fee in 2011 for the sole purpose of providing all local SF students with free access to the city of Gainesville’s bus service (RTS). In 2016, a small surplus of carry-forward funds remained in the Transportation Access Fee account. Because all students pay the fee but only the students who live in the Gainesville area benefit from RTS, the Transportation Access Fee committee voted unanimously to use the surplus funds to provide transportation-disadvantaged students in rural areas outside of Gainesville with one academic year of shuttle service. Out of that effort, the EXTRA shuttle was born. Unfortunately, the surplus Transportation Access Fee funds were exhausted on the MV contract and the project was not sustainable without outside funding.

Because ridership data showed that there was a need for EXTRA, we are seeking funds to revive the program according to the grant qualifications and thereby:

- Enhance transportation access for those whose disadvantaged situations are exacerbated by resources and limited or no transportation is available. (Transportation Disadvantaged).
- Assist in the development, improvement, and use of transportation systems in non-urbanized areas for educational access.

The current strategic plan for Santa Fe College lists access as a goal. Specifically, the college has committed to diversify points of college/student contact and to make it easier for students to access Santa Fe College. EXTRA is in line with that goal as it equips the transportation disadvantaged with a resource to access the Northwest SF Campus and all of its resources. As such, recruitment for the EXTRA shuttle for 2019-2020 is a priority for the college administration. Recruitment efforts will include press releases to media outlets, social media posts on Facebook, Twitter and Instagram, postcards for seniors in high schools in the service areas, flyers in local libraries and grocery stores, as well as electronic notifications sent to all currently and formerly enrolled students who have zip codes in the selected areas. Students that are identified will complete a Transportation Disadvantaged eligibility form modeled by Santa Fe College and MV Transportation, in their capacity as the Community Transportation Coordinator (CTC), and approved by the Commission for the Transportation Disadvantaged (CTD).

While students may gain access to Santa Fe College at Centers in Alachua or Archer, there is a broader array of educational opportunities at the Northwest Gainesville campus. Leading programs in Gainesville include Health Sciences (Nursing, Respiratory Care, Cardiovascular Technology, Medical Imaging, etc.), Business Administration, Digital Media, Zoo Technology and Health Services Administration. There is strong demand for graduates in these areas and these programs lead to comparatively high wage earnings. As such, by increasing access to these programs the EXTRA program may contribute to the economic development of the rural communities.

Table 1. Number of SF Students Enrolled from Rural Service Areas Fall 2018

Alachua	521
Archer	183
High Springs	337
Newberry	473
TOTAL	1514
Santa Fe College, Institutional Research	

Based on the previous utilization of routes as well as the current number of SF students living in the service areas (See Table 1), we are seeking approval to revive the High Springs/Alachua and Archer/Newberry routes for a minimum of five students per route. This would amount to 20 one-way trips per service day, with 80 service days based on the 2019-2020 Spring Semester school year operating from January 6, 2020 to May 1, 2020. The Starke/Waldo route had limited participation and is not under consideration for this grant.

Crawford, Mildred A.

From: Edward Griffin <egriffin@mvtransit.com>
Sent: Tuesday, September 10, 2019 3:46 PM
To: Crawford, Mildred A.

**Commission for the Transportation Disadvantaged
Innovation and Service Development Grant**



AWARDED!!!!

There will be 80 service days, with two (2) routes operating three (3) hours (inbound and outbound) daily, for a total of six hours daily. This is based on a Monday-Friday schedule and the Santa Fe College calendar. Based on 80 service days this will be 480 service hours for the project. The total cost of the project \$25,396.80.



Edward I Griffin
General Manager
MV Transportation, Inc.
Division # 65 - Gainesville, FL
Ph: (352) 375-2784 Ext.11600
Fax: (352) 378-6117





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October 21, 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 -
2020 Legislative Priorities and Policy Positions

STAFF RECOMMENDATION

For information only.

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has provided a copy of its approved 2020 Legislative Priorities and Policy Positions.

LEGISLATIVE PRIORITIES AND POLICY POSITIONS

The MPOAC supports State Legislation that:

- Expands transportation revenue sources and stabilizes transportation funding levels.
- Establishes a predictable funding level of \$250 million per year for the Transportation Regional Incentive Program.
- Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.
- Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund.
- Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.
- Supports the advancement of innovative transportation mobility solutions and policies that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.
- Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.



605 Suwannee Street | MS 28B
Tallahassee, FL 32399-0450
(850) 414-4037
www.mpoac.org

MPOAC

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida's 27 MPOs, and the MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the MPOs. The organization is made up of a 27 member Governing Board consisting of local elected officials from each of the MPOs and a Staff and develops initiatives to be advanced during Florida's legislative session. The MPOAC actively participates in the activities of the national groups to help shape state and national policy regarding metropolitan transportation issues.

PRIORITY POLICY POSITIONS

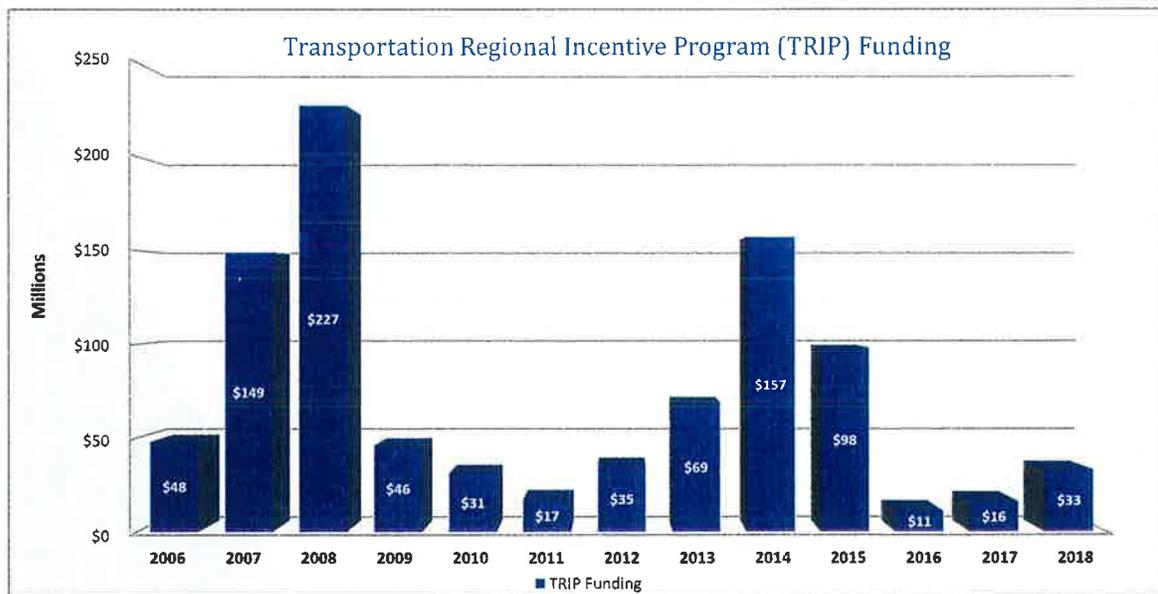
The MPOAC Supports State Legislation that:

1. Expands transportation revenue sources and stabilizes transportation funding levels.

Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.
- Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles.
- Use the existing MPO and local planning processes to select individual transportation projects rather than project specific legislative appropriations (commonly referred to as earmarks) and ensure that all such earmarks come from non-transportation funding sources (i.e. general revenue funds).

2. Establishes a predictable funding level of \$250 million per year for the Transportation Regional Incentive Program (TRIP).



3. Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

Current state law does not permit SIS funds to be spent on roads, transit, or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. The newly created Federal Transportation Performance Measures (TPM) apply to more than just the Strategic Intermodal System. It is appropriate to direct SIS funding to transit and roadway projects that relieve the SIS and are part of the TPM system.

the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion, individual MPOs in the cooperative transportation planning process.

ors' Advisory Committee consisting of the staff directors from each of the MPOs. The MPOAC annually prepares legislative policy positions Association of MPOs (AMPO) and the National Association of Regional Councils (NARC) in Washington DC and works with other stakeholder

ADDITIONAL POLICY POSITIONS

The MPOAC Supports State Legislation that:

- 4. Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).**

Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida's metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

- 5. Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.**

The United States Department of Transportation (USDOT) provides funding to metropolitan planning organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

- 6. Supports the advancement of innovative transportation mobility solutions and policies that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.**

Transportation technologies have undergone a revolutionary leap forward over the past several years. A variety of transportation technologies are under development including autonomous vehicles and the hyperloop. It is the responsibility of the Florida legislature to ensure that state laws and funding mechanisms support the development and implementation of these technological advances in the way people and freight will move in and between our metropolitan areas. At the same time, it is incumbent upon the Florida legislature to ensure that the health and welfare of Florida's citizens and visitors are protected from possible harm presented by these new technologies, including the malicious and intentional interference of the proper functioning of transportation vehicles and systems. This proposal supports legislative efforts to implement innovative mobility solutions and polices while protecting the health and welfare of Florida's citizens and visitors.

- 7. Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.**

The 2018 Florida legislature enacted the "Wireless Communications While Driving" law that makes texting while driving a primary offense. One of the expressed concerns of opponents of this law is the potential of racial profiling during enforcement. This legislative proposal would increase roadway safety by prohibiting the handheld use of electronic wireless devices for any purpose, making enforcement easier and reducing the potential for racial profiling.

Florida Metropolitan Planning Organization Advisory Council



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October 21, 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.

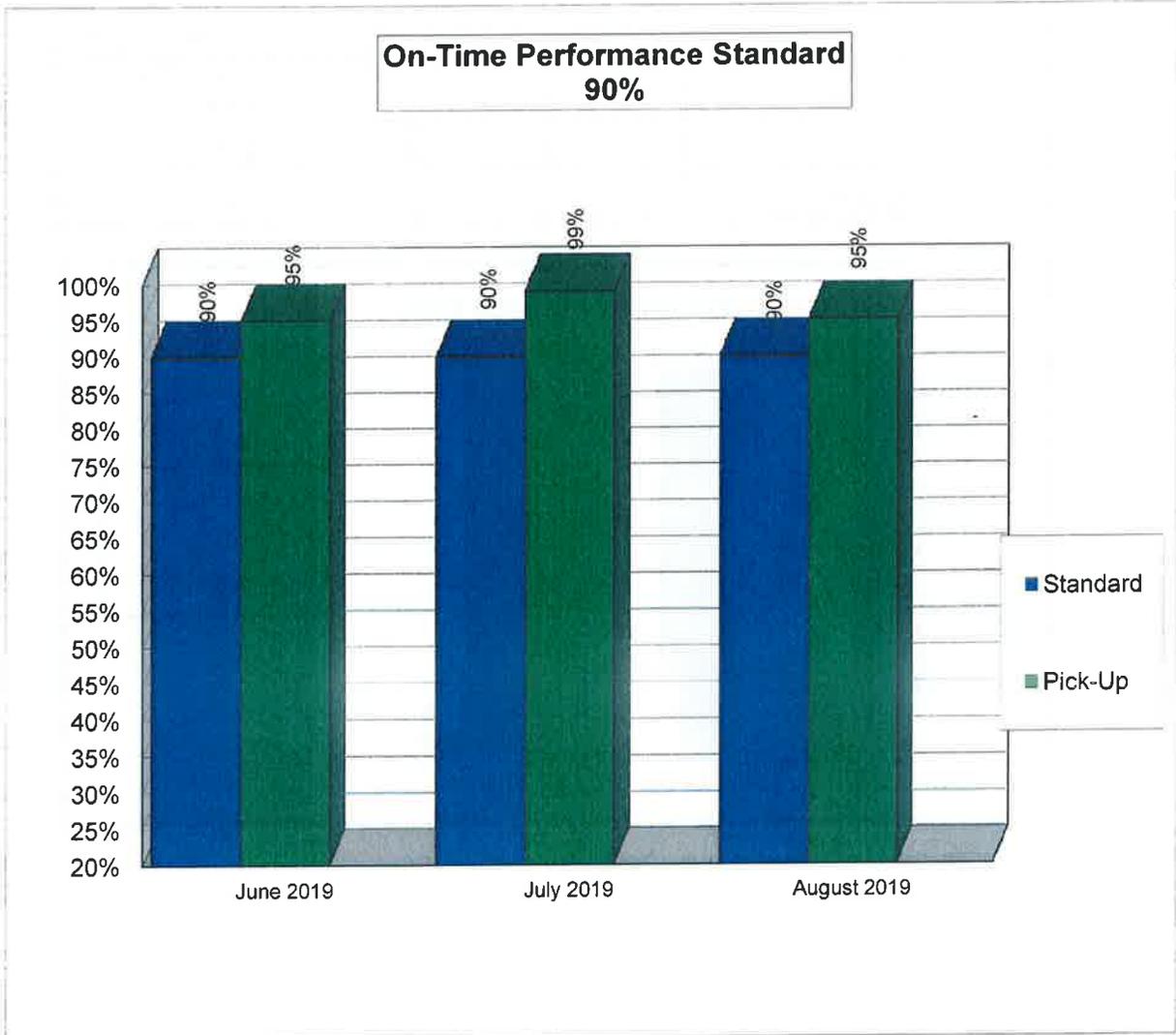
BACKGROUND

Attached are the June - August 2019 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

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TRANSPORTATION DISADVANTAGED SERVICE PLAN
STANDARDS OF PERFORMANCE
ALACHUA COUNTY
JUNE - AUGUST 2019

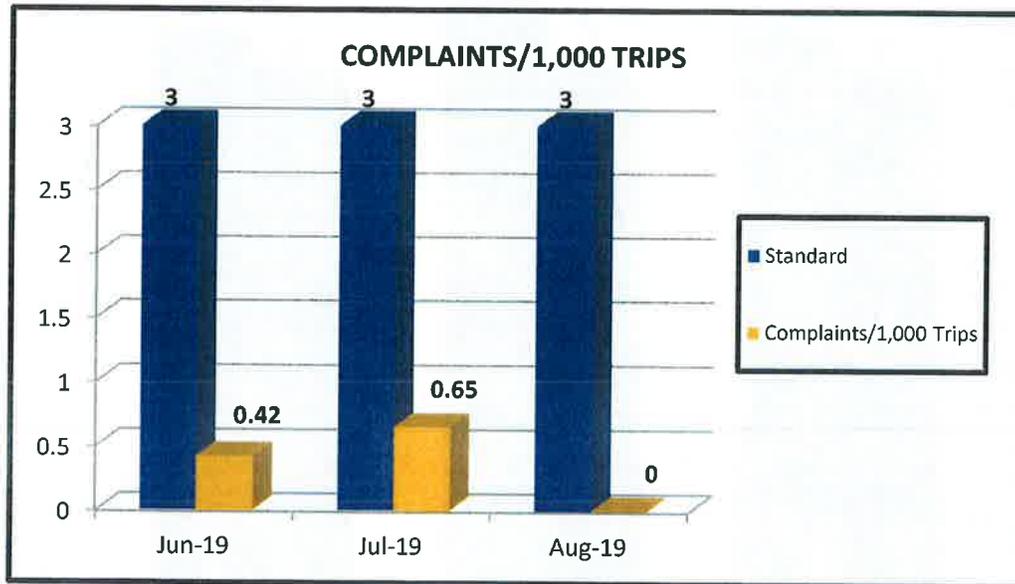


Source: MV Contract Transportatio, Inc. On-Time Analysis

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, JUNE - AUGUST 2019

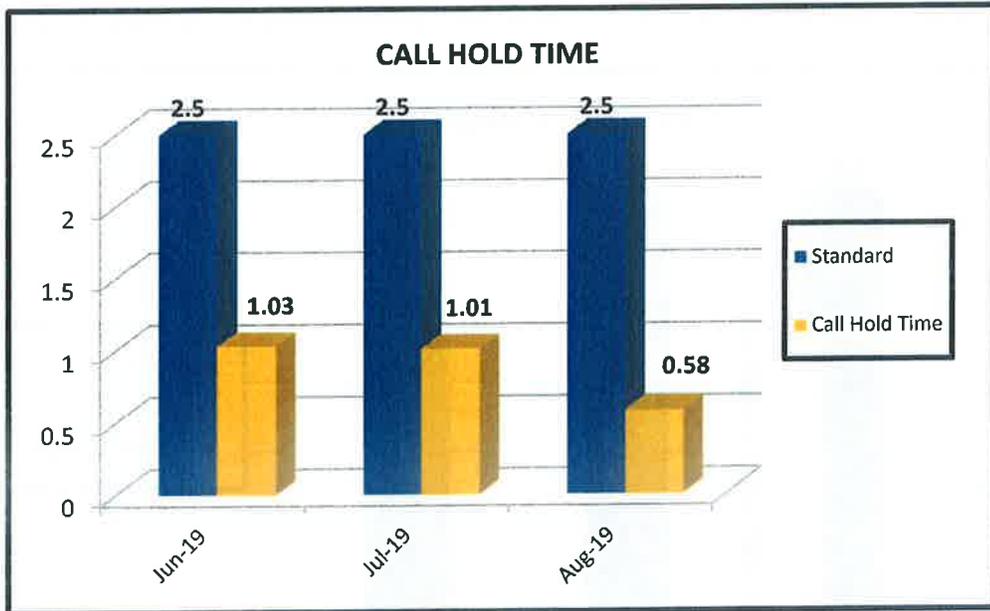
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jun-19	3	0.42
Jul-19	3	0.65
Aug-19	3	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JUNE - AUGUST 2019**

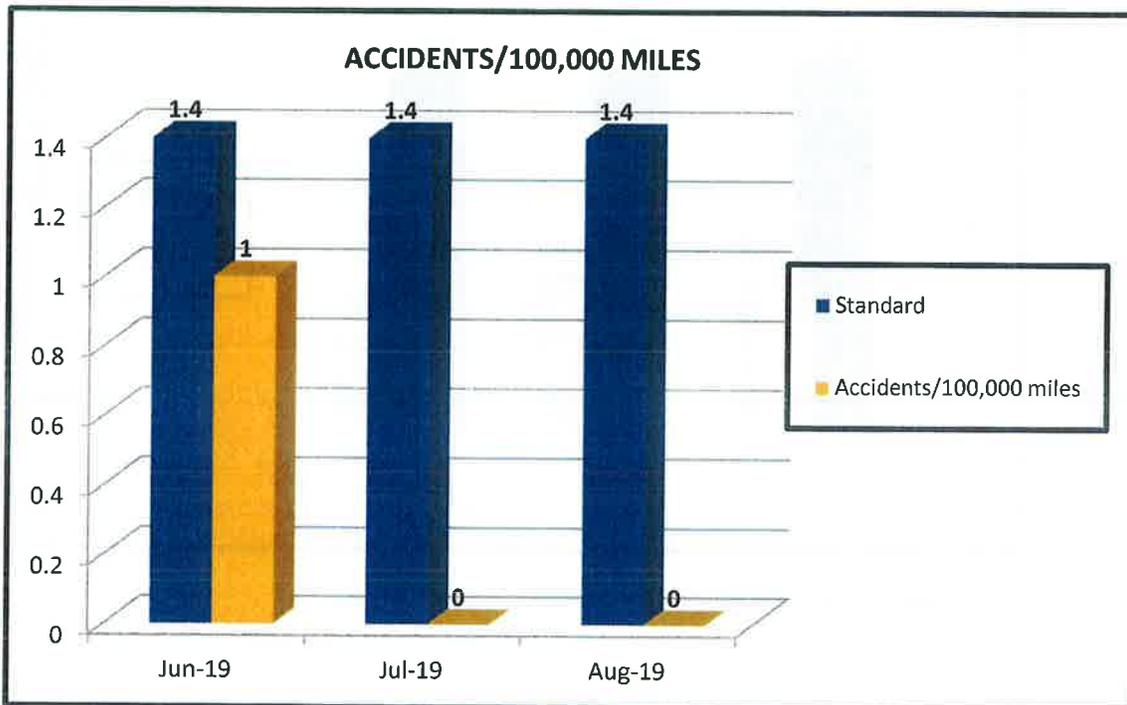
MONTH	STANDARD	CALL HOLD TIME
Jun-19	2.5	1.03
Jul-19	2.5	1.01
Aug-19	2.5	0.58



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY JUNE - AUGUST 2019**

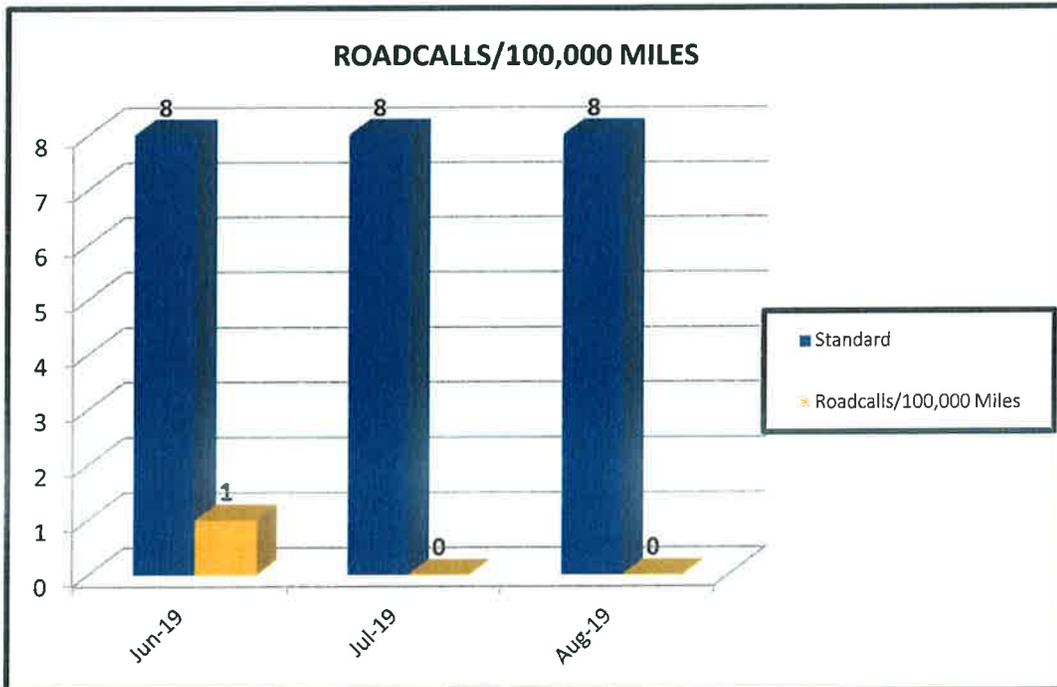
MONTH	STANDARD	PREVENTABLE ACCIDENTS/100,000 MILES
Jun-19	1.4	1
Jul-19	1.4	0
Aug-19	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JUNE - AUGUST 2019**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jun-19	8	1
Jul-19	8	0
Aug-19	8	0



Source: MV Contract Transportation, Inc. Operations Report

Meeting

Agenda

Enclosures



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

October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director *SRK*
SUBJECT: Florida Department of Transportation Tentative Five-Year Work Program

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board and staff recommend that the Metropolitan Transportation Planning Organization request 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.

The Tentative Five-Year Work Program was not available for review by the Technical Advisory Committee and Citizens Advisory Committee.

BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program (Exhibit 1) to the State Legislature. The Florida Department of Transportation Tentative Five Year Work Program lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2020-21 to 2024-25). Exhibit 2 shows new projects in the Tentative Work Program.

Action Being Requested

The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area an opportunity to request changes to existing or proposed projects and to hear requests for new projects to be added to, or existing projects to be deleted from, the Tentative Five-Year Work Program.

Attachments

t:\scott\sk20\mtpo\memo\fdot_tent_wk_prog_oct28_mtpo.docx

EXHIBIT 1
 FLORIDA DEPARTMENT OF TRANSPORTATION
 5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
 TENTATIVE FY 2021 - 2025 (10/09/2019 00:21:19)
ALACHUA COUNTY

Item No.	Project Description	Work Description	Length	2021	2022	2023	2024	2025
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Highways: Interstate

Item No.	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4230715	I-75(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)	ADD LANES & RECONSTRUCT	6.035	1,550 PDE				

Highways: State Highways

Item No.	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4135171	D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT	TRAFFIC CONTROL DEVICES/SYSTEM	.000	1,052 OPS	1,103 OPS	1,157 OPS		
4358901	SE 4TH AVE, SE 2ND AVE, SR26, NE 16TH AVE, SR120	TRAFFIC SIGNAL UPDATE	1.998	917 PE			3,462 CST	
4358891	SR120(NW 23 AVE) & SR25(US441)(NW 13 ST)	TRAFFIC SIGNAL UPDATE	.005	401 PE		94 ROW	214 ROW	165 ROW
4394901	SR121 FROM: NW 16 AVE TO: US441	TRAFFIC OPS IMPROVEMENT	3.332	7,144 CST				864 CST
4437011	SR20 EAST ON-RAMP IN HAWTHORNE RR CROSSING #625010J	RAILROAD CROSSING	.146			295 RRU		
4395331	SR20 FROM: EAST OF US301 TO: PUTNAM C/L	LANDSCAPING	1.399		85 PE	706 CST		
4436951	SR20 W ON-RAMP IN HAWTHORNE RR CROSSING NUMBER 927690S	RAILROAD CROSSING	.118			240 RRU		
4432581	SR20(SE HAWTHORN ROAD) FROM: CR325 TO: WEST OF US301	RESURFACING	5.340		10,651 CST			
4361761	SR20(SE HAWTHORNE RD) FROM: SR26 TO: EAST OF CR329B	RESURFACING	3.952	77 CST				
4355641	SR200(US301) @SR24 CSXRR BR.NO260001 & SR25(US441) PED OVRPS BR.260003	BRIDGE - PAINTING	.141	100 RRU				
4373771	SR226(SW 16TH AVE) AT SW 10TH TERRACE	TRAFFIC SIGNAL UPDATE	.004		607 CST			
4343961	SR24 @ SW 23RD TERRACE	TRAFFIC SIGNAL UPDATE	.010		560 CST			
4393441	SR24(US27) SW ARCHER RD FROM: SR45(US27/US41) TO: E. OF SW 81 ST	RESURFACING	6.868	81 CST				
4358911	SR25(US441) @ SR24(SW ARCHER RD)	TRAFFIC SIGNAL UPDATE	.006	552 PE			1,015 CST	
4344001	SR25(US441) @ SW 14TH DRIVE	TRAFFIC SIGNAL UPDATE	.037		967 CST			
4361571	SR25(US441) FROM: MARION COUNTY LINE TO: SR331	RESURFACING	11.639	40 PE				
2078502	SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY	ADD LANES & RECONSTRUCT	4.031	100 PE	100 PE			
4391751	SR26 FROM NEWBERRY TO JONESVILLE	BIKE PATH/TRAIL	3.640		1,200 ROW	4,230 ROW	1,212 ROW	
4399881	SR26 FROM: SANTA FE PARK TO: END EXISTING SIDEWALK	SIDEWALK	.500	5 CST				
4412621	SR26 FROM: SR45(US41) TO: CR241 SOUTH	RESURFACING	4.797	6,827 CST				
4305422	SR26(NEWBERRY RD) FROM: W OF NW 80TH BLVD. TO: SW 38TH STREET	SIDEWALK	2.852	432 ROW				
4393001	SR45 @ SW 15TH AVENUE	ADD RIGHT TURN LANE(S)	.098	105 ROW				
					520 CST			

Highways: Local Roads

Item No.	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4395001	CR235 @ NW 94TH AVE	INTERSECTION IMPROVEMENT	.200	1 CST				
4394981	CR329(S MAIN ST) @ SE WILLISTON RD INTERSECTION	INTERSECTION IMPROVEMENT	.100	1 CST				
4467111	JOHNSON STREET & SE 71 AVE @ RR CROSSING NO 625012X RRMP:S 704.99	RAIL SAFETY PROJECT	.219	743 RRU				
4412191	NE 53RD AVE @ ANIMAL SERVICES DRIVE	INTERSECTION IMPROVEMENT	.100		871 CST			
4432521	NEWBERRY LN AT CR 235	INTERSECTION IMPROVEMENT	.100		228 CST			

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2021 - 2025 (10/09/2019 00:21:19)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4411601	NW 42ND AVENUE FROM NW 18TH ST. TO NW 6TH ST.	SIDEWALK	.300		41 PE			
4411551	SE 65TH AVE FROM: SE 215TH TO: SE 210TH	SIDEWALK	.140	47 PE			183 CST	
4412181	SW 20TH AVENUE FROM: SW 43RD STREET TO: SW 34TH STREET	SIDEWALK	1.034	438 CST		212 CST		
2113656	SW 62ND BLVD ARTERIAL CONNECTOR	TRAFFIC OPS IMPROVEMENT	1.516		14,734 CST			
2113657	SW 62ND BLVD FROM SR24(ARCHER ROAD) TO SR26(NEWBERRY ROAD)	RIGHT OF WAY ACQUISITION	.000	3,926 ROW	253 ROW			

Highways: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4455731	NW 45TH DR FROM BLACK FOREST WAY TO C.W. NORTON ELEM SCHOOL	PEDESTRIAN SAFETY IMPROVEMENT	.260				65 PE	

Transportation Planning: Non-System Specific

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4393183	GAINESVILLE MPO FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING	.000	684 PLN	484 PLN			
4393184	GAINESVILLE MPO FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING	.000			484 PLN	484 PLN	
4393185	GAINESVILLE MPO FY 2024/2025-2025/2026 UPWP	TRANSPORTATION PLANNING	.000					484 PLN

Maintenance: Interstate

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2149384	ALACHUA ROUTINE	ROUTINE MAINTENANCE	.000	250 MNT	250 MNT	250 MNT		

Maintenance: State Highways

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2143011	ALACHUA	ROUTINE MAINTENANCE	.000	5,000 MNT				
4464891	GAINESVILLE MAINTENANCE PRIMARY	ROUTINE MAINTENANCE	.000	150 MNT	150 MNT	150 MNT		
4464901	GAINESVILLE MAINTENANCE PRIMARY	ROUTINE MAINTENANCE	.000	100 MNT	100 MNT	100 MNT		
4144031	LIGHTING AGREEMENTS ALACHUA COUNTY	LIGHTING	.000	1,022 MNT	1,053 MNT	1,085 MNT		
4448951	TREE AND BRUSH REMOVAL IN ALACHUA COUNTY	ROUTINE MAINTENANCE	.000	84 MNT				
4448961	TREE AND STUMP REMOVAL ALACHUA COUNTY	ROUTINE MAINTENANCE	.000	63 MNT				

Freight, Logistic And Passenger Operation: Intermodal

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4451341	GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT PARKING AND INTERMODAL TRA	AVIATION REVENUE/OPERATIONAL	.000	800 CAP	1,300 CAP	2,015 CAP		

Freight, Logistic And Passenger Operation: Aviation

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4400371	GAINESVILLE REG APT ACQUIRE INDEX 'B' FIRE FIGHTING VEHICLE PFL009102	AVIATION SAFETY PROJECT	.000		50 CAP			
4437911	GAINESVILLE REG APT COMMERCIAL TERMINAL EXPAND-CONST PH 3	AVIATION CAPACITY PROJECT	.000	200 CAP				
4349211	GAINESVILLE REG APT DESIGN & CONST HANGAR PFL0009867	AVIATION REVENUE/OPERATIONAL	.000	509 CAP				
4444081	GAINESVILLE REG APT GA APRON STRENGTHENING	AVIATION PRESERVATION PROJECT	.000			50 CAP	500 CAP	500 CAP
4387391	GAINESVILLE REG APT TERMINAL IMPROVEMENTS EXP & PARKING LOT PFL0011034	AVIATION CAPACITY PROJECT	.000	250 CAP				
4400651	GAINESVILLE REG APT TWY 'A' PAVEMENT REHAB PHASE II PFL0009324	AVIATION PRESERVATION PROJECT	.000	214 CAP	170 CAP			
4288301	GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725	AVIATION REVENUE/OPERATIONAL	.000					250 CAP
4437991	GAINESVILLE REGIONAL APT AIRFIELD MARKINGS PFL08655	AVIATION PRESERVATION PROJECT	.000		38 CAP	15 CAP		
4400381	GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658	AVIATION PRESERVATION PROJECT	.000		173 CAP			

FLORIDA DEPARTMENT OF TRANSPORTATION
 5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
 TENTATIVE FY 2021 - 2025 (10/09/2019 00:21:19)
ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987	AVIATION CAPACITY PROJECT	.000	1,225 CAP	1,225 CAP			
4438031	GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 1	AVIATION REVENUE/OPERATIONAL	.000			250 CAP	250 CAP	
4438001	GAINESVILLE REGIONAL APT PURCHASE & INSTALL EMERGENCY GENERATOR @ ATCT	AVIATION SAFETY PROJECT	.000		45 CAP			
4438021	GAINESVILLE REGIONAL APT TWY C REHAB LIGHTING & SIGNAGE	AVIATION PRESERVATION PROJECT	.000			135 CAP		
4400491	GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT. PFL11297	AVIATION REVENUE/OPERATIONAL	.000		175 CAP			

Freight, Logistic And Passenger Operation: Transit

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4330761	ALACHUA CO GAINESVILLE RTS SERVICE DEVELOPMENT PROJECT	TRANSIT SERVICE DEMONSTRATION	.000	1,000 OPS				
4272501	ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING	OPERATING/ADMIN. ASSISTANCE	.000	381 OPS	400 OPS	420 OPS	441 OPS	463 OPS
4117623	GAINESVILLE MTPO FED SECT. 5303 PLANNING FUNDS	TRANSPORTATION PLANNING	.000	145 PLN	150 PLN	154 PLN	159 PLN	163 PLN
4040261	GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC. CAPITAL PURCHASES	CAPITAL FOR FIXED ROUTE	.000					5,250 CAP
4117571	GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS	OPERATING FOR FIXED ROUTE	.000	2,313 OPS	2,429 OPS	2,550 OPS	2,678 OPS	2,698 OPS

Miscellaneous: Non-System Specific

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4428862	NATURE COAST TRAIL FROM GILCHRIST C/L TO NEWBERRY	BIKE PATH/TRAIL	2.380		196 PE			
						45 ROW	2,084 ROW	
	County Total: ALACHUA			72,416	40,860	14,637	13,522	10,837

FLORIDA DEPARTMENT OF TRANSPORTATION
 5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
 TENTATIVE FY 2021 - 2025 (10/09/2019 00:21:19)

DISTRICTWIDE COUNTY

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4102155	PERRY MAINT ROUTINE MAINT CONTRACTS PRIMARY	ROUTINE MAINTENANCE	.000	2,792 MNT	2,492 MNT	1,680 MNT	1,200 MNT	1,200 MNT
4102214	BRIDGE MAINT M & O CONTRACTS INTERSTATE	ROUTINE MAINTENANCE	.000	1,400 MNT	1,200 MNT	1,200 MNT		
4102213	BRIDGE MAINT M & O CONTRACTS PRIMARY	ROUTINE MAINTENANCE	.000	1,765 MNT	2,815 MNT	2,815 MNT	1,500 MNT	1,500 MNT
4102134	GAINESVILLE MAINT ROUTINE MAINT CONTRACTS PRIMARY	ROUTINE MAINTENANCE	.000	3,590 MNT	1,910 MNT	1,560 MNT	1,560 MNT	1,560 MNT
4102168	JACKSONVILLE MAINT ROUTINE MAINT, CONTRACTS INTERSTATE	ROUTINE MAINTENANCE	.000	225 MNT	225 MNT	225 MNT		
4102125	LAKE CITY PRIMARY MAINT CONTRACTS	ROUTINE MAINTENANCE	.000	2,770 MNT	1,459 MNT	525 MNT		
4436631	LAKE CITY PRIMARY MAINT CONTRACTS	ROUTINE MAINTENANCE	.000	210 MNT	192 MNT	52 MNT		
4102201	BRIDGE TENDING ROUTINE MAINT, CONTRACTS PRIMARY	DRAWBRIDGE OPERATIONS CONTRACT	.000	1,119 MNT	653 MNT			
4102182	CHIEFLAND MAINT, ROUTINE MAINT, CONTRACTS PRIMARY	ROUTINE MAINTENANCE	.000	2,400 MNT	1,403 MNT	1,395 MNT	1,200 MNT	1,200 MNT
4464861	CHIEFLAND MAINTENANCE PRIMARY	ROUTINE MAINTENANCE	.000	60 MNT	60 MNT	60 MNT		
2109912	DISTRICT-WIDE HAZARDOUS WASTE CLEAN-UP	ROUTINE MAINTENANCE	.000		105 MNT			
4102191	DISTRICT-WIDE MAINT, ROUTINE MAINT, CONTRACTS PRIMARY	ROUTINE MAINTENANCE	.000	2,079 MNT	356 MNT	356 MNT		
4087245	DISTRICTWIDE SERVICE PATROL	ROUTINE MAINTENANCE	.000	4,183 MNT	4,296 MNT	4,416 MNT	5,442 MNT	5,584 MNT
4309051	DW ENVIRONMENTAL IN HOUSE	ROUTINE MAINTENANCE	.000	200 MNT	200 MNT			
2148181	DW SIGN INSPECTION (D) NON-INTERSTATE	ROUTINE MAINTENANCE	.000		605 MNT	100 MNT	720 MNT	
2148188	DW TSM/HMLP INSPECTION INTERSTATE	ROUTINE MAINTENANCE	.000			150 MNT		150 MNT
4102167	JACKSONVILLE MAINT ROUTINE MAINT, CONTRACTS PRIMARY	ROUTINE MAINTENANCE	.000	11,537 MNT	11,537 MNT	11,537 MNT	10,340 MNT	10,340 MNT
4102283	NEW REST AREA ASSET MAINTENANCE CONTRACT	REST AREA MAINT CONTRACT	.000	10,586 MNT				
4464831	PERRY MAINTENANCE PRIMARY	ROUTINE MAINTENANCE	.000	200 MNT				
4108881	PREVENTATIVE MAINT, REPAIR CONTRACTS	ROUTINE MAINTENANCE	.000	552 MNT	80 MNT			
2148145	STATE BRIDGE INSPECTION SUPPORT-NON INTERSTATE GEC	BRIDGE-ROUTINE MAINTENANCE	.000	137 MNT	141 MNT	145 MNT	150 MNT	155 MNT
2148141	STATE INDEPTH(D) BRIDGE INSPECTION	BRIDGE-ROUTINE MAINTENANCE	.000	1,399 MNT		1,841 MNT		1,933 MNT
4421001	TREE & STUMP REMOVAL BAKER COLUMBIA HAMILTON SUWANNEE & UNION	ROUTINE MAINTENANCE	.000	200 MNT				
4420731	TREE REMOVAL LEVY & GILCHRIST CO	ROUTINE MAINTENANCE	.000	54 MNT				
4420991	TREE TRIM/BRUSH REMOVAL BAKER COLUMBIA HAMILTON SUWANNEE UNION	ROUTINE MAINTENANCE	.000	150 MNT				
4273471	UNKNOWN BRIDGE FOUNDATION / SCOUR EVALUATION	BRIDGE OPERATIONS	.000	10 MNT	10 MNT			

Maintenance: Local Roads

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2148383	DISTRICTWIDE-LG LOCAL GOVERNMENT BRIDGE INSPECTION	BRIDGE-ROUTINE MAINTENANCE	.000	90 MNT	1,033 MNT	90 MNT	1,083 MNT	50 MNT

Maintenance: Non-System Specific

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4036991	ITS OPERATION DISTRICTWIDE	ITS SURVEILLANCE SYSTEM	.000	4,424 MNT	4,576 MNT	4,736 MNT	4,908 MNT	5,091 MNT
4247631	LAKE CITY SIGN SHOP PROJECT SET UP FOR PURCHA SING SIGN SHEATHING	ROUTINE MAINTENANCE	.000	449 MNT	346 MNT	449 MNT	449 MNT	449 MNT
4252671	LANDSCAPING PURCHASES - OUTDOOR ADVERTISING MITIGATION	OUTDOOR ADVERTISING MITIGATION	.000	70 MNT	73 MNT	77 MNT	81 MNT	70 MNT
2143532	MINOR PROJECTS MANAGEMENT/SHR2 CONCRETE DECK NATIONAL RESEARCH GRANT	ROUTINE MAINTENANCE	.000	750 MNT		750 MNT		750 MNT
4274481	NEW HIGHWAY LIGHTING AND ELECTRICAL UTILITY COSTS	ROUTINE MAINTENANCE	.000	250 MNT	597 MNT	597 MNT		
4274482	NEW ITS DEVICES AND ELECTRICAL UTILITY COST	OTHER ITS	.000	520 MNT				
2142561	NPDES PROGRAM	ENVIRONMENTAL TEST/MITIGATE	.000	3,368 MNT	3,454 MNT	3,496 MNT	3,594 MNT	3,698 MNT
4335601	PUBLIC / PRIVATE PARTNERSHIP SUPPORT FOR TIMESHEET CHARGES	TRANSPORTATION PLANNING	.000	5 MNT				
4311381	SW ALUMINUM SHOP & FABRICATION	ROUTINE MAINTENANCE	.000	300 MNT				

Maintenance: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2148393	DISTRICTWIDE LOCAL GOVERNMENT BRIDGE INSPECTION	BRIDGE-ROUTINE MAINTENANCE	.000	140 MNT	1,710 MNT	140 MNT	1,794 MNT	100 MNT

Selection Criteria

Report Element	Requested Value
Report Description:	Styled PDF Detail Report: By Local Name
Component Groups:	Highways=Yes; FLP=Yes; Turnpike=Yes; Maintenance=Yes; Planning=Yes; FCO=Yes; Research and Testing=Yes; FI Rail Enterprise=Yes; Transportation Disadvantaged=Yes; Miscellaneous=Yes;
Version:	G1
Fiscal Year:	2021
Number of Years:	5
District:	Geographic District 02
County:	N/A
Snapshot:	10/09/2019 00:21:19
Allocation Type:	1
Report Format:	PDF
Transportation System:	Not specified (Select All)
Contract Class:	B
Work Mix:	Not specified (Select All)
Phase Group:	Not specified (Select All)
Phase Type:	Not specified (Select All)
Program Number:	Not specified (Select All)
Fund Group:	Not specified (Select All)
Item Status - from:	Not specified
Item Status - to:	Not specified
Item Group:	Not specified (Select All)
Exclusions:	All FCO Excluded

Phase Group Descriptions

Phase	Description	Phase Group	Phase Type	Exceptions
ADM	Administration	A	Any	Excl pgm 52;Ph A8 w/pgm 39
CAP	Capital	9	Any	
CST	Construction	5,6	Any	Excl Ph 5A,5D,56,57; Cnclss 9
DSB	Design Build	5,6	Any	With Conclass 9 only
ENV	Environmental	C	Any	
INC	Contract Incentives	5	A	
LAR	Local Advance Reimburse	A	8	With Program 39 only
MNT	Brdg/Rdwy/Contract Maint	7	Any	Excl Phase 76 and 77
OPS	Operations	8	Any	
PDE	P D & E	2	Any	
PE	Preliminary Engineering	3	Any	Excl Phase 36 and 37
PLN	Planning	1	Any	
RES	Research	B	Any	
RPY	Repayments	5	D	Also incl Ph A8 w/pgm 61,78,SB
ROW	Right of Way	4	Any	Excl Phase 46 and 47
RRU	Railroad & Utilities	Any	6,7	Excl Phase Group 1 and 2
MSC	Miscellaneous	Other	Other	

Component Descriptions

Component Description	Trans System	Phase Group	Phase Type	Budget Dist
Highways	01,03-07,16	Any	Any	Any
Turnpike	02	Any	Any	Any
Fixed Capital Outlay	12	Any	Any	Any
Research & Testing	Any	B	Any	Any
Transportation Planning	13	1	Any	Any
Maintenance	Any	7	Any	Any
F, L and PO	08-11,15	Any	Any	Any
Transportation Disadvantaged	14	Any	Any	Any
Florida Rail Enterprise	Any	any	Any	31
Miscellaneous	Any Other	Other	Other	Any

System Group Descriptions

System Group	Trans System	Program	Exceptions
Interstate	01	Any	Excl pgm 90
State Highways	03,04,05	Any	Excl pgm 90
Local Roads	06,07	Any	Excl pgm 90
Intermodal	08-11,15	Any	Excl pgm 90
High Speed Rail Development	Any	90	
Other	Any Other	Other	Excl pgm 90

EXHIBIT 2

**New Tentative Work Program Projects
Fiscal Years 2020-21 to 2024-25**

Work Description	Number	Location	Five-Year Timetable		
			Planning	Operations/ Construction	Funding
Aviation					
No Gainesville Regional Airport Projects	-	-	-	-	-
Bicycle/Pedestrian					
Pedestrian Safety Modification	4456731	NW 45 Drive -Black Forest Way to Norton School	2023-24	-	\$65,000
Bike Path/Trail	4391751	State Road 26 - Newberry to Jonesville	2023-24	-	\$775,000
Interstate/Interchange					
Add Lanes and Reconstruction	4230715	South of County Road 234 to South of State Road 121	2020-21	-	\$1,550,000
Landscaping					
No Landscaping Projects	-	-	-	-	-
Railroad					
No Railroad Projects	-	-	-	-	-
Roadway					
No Roadway Projects	-	-	-	-	-
Transit					
No Transit Projects	-	-	-	-	-
Total New Project Funding					\$2,390,000

* Funding includes utilities



October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons AICP, Executive Director 
SUBJECT: Trail Town Program

STAFF RECOMMENDATION

Receive presentation from Florida Department of Environmental Protection Office of Greenways and Trails.

BACKGROUND

One of the ten planning factors required to be addressed in the Fixing America's Surface Transportation Act is promotion of economic development and tourism. The Florida Department of Environmental Protection Office of Greenways and Trails coordinates a Trail Town Program, which is described as:

"a vibrant destination where people come together. It is a place where trail users can venture off a hiking, biking, equestrian or paddling trail to enjoy the services and unique heritage of the community, benefiting the town economically and socially."

Trail Towns receive free metal Trail Town signs, stickers and publicity. Attached is information from the Office of Greenways and Trails website:

Exhibit 1 includes a description of a Trail Town; and
Exhibit 2 includes the Trail Town self assessment.

Attachments

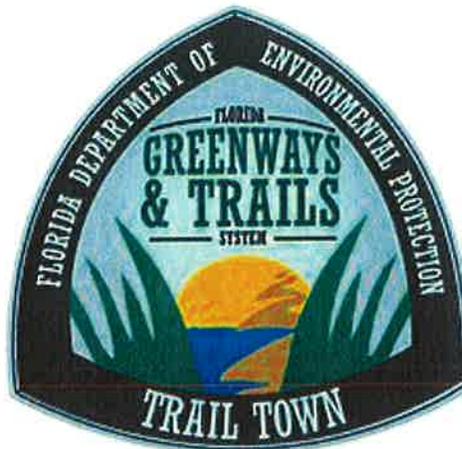


EXHIBIT 1



WHAT IS A FLORIDA TRAIL TOWN?

A "Trail Town" in Florida is a community located along or in proximity to a priority non-motorized recreational trail or a recognized trail system. Whether on a rail trail, paddling trail, equestrian trail or hiking trail, trail users can venture off the trail to enjoy the services and unique heritage of the nearby community. The town is a safe place where both town residents and trail users can walk, bike, jog etc., find the goods and services they need, and easily access both the trail and the town. In such a town, the trail is an integral and important part of the community.

A Trail Town is a vibrant destination where people come together. A Trail Town is a friendly place which encourages trail users to visit and welcomes them with warm hospitality. It may have outdoor equipment shops, restaurants, a grocery store, quaint local shops, and lodging. It has wide sidewalks, clean streets, bike racks, and benches at convenient locations. The trail meets the needs of both the trail users and the town's residents. Residents use the trail to access work, schools, parks and shops.

Trail Towns are not stand-alone communities; they are linked by the long-distance trail corridor. Trail users may be passing through a town on a day trip or longer trek, or may park and access other trails, such as a paddling trail. Trail users want to explore interesting and vibrant places in their travels and need services that the town provides. Basic characteristics of a successful Trail Town include:

- Enticements to get trail users off the trail to explore the town
- Making clear and safe connections between the town and trail
- Welcoming trail users by making town information readily available
- Educating businesses on the economic benefits of meeting the needs of trail tourists
- Promoting a "trail-friendly" town character
- Integrating the trail into the town's culture with annual festivals and events that draw people to the trail who may not normally be trail users
- Connecting residents safely to work, schools, parks and shopping
- Working with neighboring communities to promote the entire long-distance trail as a tourist destination

Any trail, long or short, is an economic asset to a community. It provides free recreation for people of all ages and fitness levels, and offers opportunities to study nature or local history.

The Office of Greenways and Trails' Florida Trail Town program is oriented towards towns which connect to long-distance trails or trail systems, ones that attract travelers from outside the local community and are not used solely by nearby residents. Studies show that the longer a trail is, the farther people will travel to visit it, the longer they will stay, and the more money they will spend. A day-user will spend four times the amount of a local user, and is likely to make a return trip to the Trail Town. An overnight visitor will spend twice the amount of a day-user. For information on recognizing your town as a Florida Trail Town, call 850-245-2061 or contact Doug.Alderson@dep.state.fl.us at the Department of Environmental Protection, Office of Greenways and Trails.

EXHIBIT 2



IS YOUR TOWN A FLORIDA TRAIL TOWN?

This self-assessment will assist your community in understanding the basic characteristics of a successful trail town, and to help you complete the questionnaire to become a recognized Florida Trail Town through the Office of Greenways and Trails. Visit other links on the Florida Trail Town page for additional information.

TRAIL

Multi-use, non-motorized long-distance trail or a connecting trail into the larger system:

- ❖ Define what kind of trail(s) are in proximity (within two miles) of your town. This is important because you can effectively cater to the specific needs of your trail users.
 - What types of trails are in proximity – hiking, biking, paddling, equestrian and shared use non-motorized? How long are they? Are they a part of a regional or state trail system? Do trails in proximity to your town provide connections into a larger system?
 - Is there more than one trail that traverses your town?
 - Are the trail users likely to be day travelers? Are the trail users likely to be long-distance travelers? Will the trail users need bike shops? Will the trail users need paddling equipment? Will they need lodging or to resupply before they continue?

Neighboring trails:

- ❖ Identify what other trails are near your trail (within five miles).
 - What types of trails and what are the distances to the central downtown area?

Excellent and well-maintained trail conditions:

- ❖ The trail(s) should be easy to use, safe and well-maintained. Maintenance is important if you want trail users to return to your town and if you want to attract more visitors. A trail user's visit should be enjoyable, safe and scenic.
 - Is the trail in good condition? Who manages the trail(s)? Do you have a good working relationship with the trail manager(s)?

ACCESSIBILITY

A successful Trail Town has a trail near enough to the central downtown to be readily accessible by trail users. If the trail does not run directly through downtown, there should be a clearly identified path with distance information that leads trail users into town. Businesses and residents should welcome trail users and provide trail friendly services.

Trail traverses the central downtown or is in proximity (within two miles):

- ❖ Depending on the type, a trail can be further removed from your downtown and still be accessible. With a biking trail, for example, a two-mile side trip to your town is not out-of-the-way. However, a hiking or paddling trail which is two miles away can be taxing.
 - How far away from downtown is each trail type? If your town is a larger urban area, how far are essential services from the trail?

Clearly mark the paths and distances from the trail to the central downtown area:

- ❖ Trail users should be able to clearly identify that your town is located nearby. The farther removed the trail is, the more important directional signage will be. Signs should describe the distance and provide clear directions.
 - Is there a path connecting the trail to your downtown? What distance is the trail from your town? Do you need more wayfinding signage on the trail leading into town?

Facilities and amenities are convenient to trail users:

- ❖ Visible businesses benefit economically from trail users. Ideally, goods and services are located at or near the trail's entrance into the town. Trail users desire goods and services which are readily available.
 - Where and what kind of trail-friendly goods and services are in town? What distance are each service provider from the trail?

Business owners and citizens are friendly and welcoming to trail users:

- ❖ Trail users may stay longer, make a return trip, and contribute to tourism and the town's economy when they feel welcomed and well informed. It is beneficial when both business owners and citizens are well informed about the trail, the town, and the various businesses offerings and amenities.
 - Can business owners and citizens answer questions about the town and the trail?

TOWN PARTICIPATION

A common denominator of a successful trail town is a champion. The champion could be a town citizen, group of citizens, local government or non-profit organization, or some combination. The champion(s) may assist in completing the trail town application. Once designated, the champion(s) can coordinate Trail Town information, business and citizen support, networking with neighboring towns, and trail events and marketing.

Trail-oriented Community Support Organization or local trail advocacy groups:

- ❖ The champion(s) serves to assess the town's potential to become a Florida Trail Town and complete the designation application with the Office of Greenways and Trails.
 - Does your town have a champion(s) to coordinate and organize a Trail Town application and perhaps create a Trail Town strategy?

Annual trail festivals or events:

- ❖ Events which take place on or near the trail (a race, a fundraiser, etc.), draws attention to the trail and draws people to the trail who may not normally be trail users. Events boost the overall Trail Town economy via purchases from trail users and new visitors.
 - What events are held on or near the trail? What is the estimated attendance? How many events and how often do events occur?

Trail Town plan or local development plan which includes trails:

- ❖ A written plan with attainable goals is recommended for a Trail Town. A specific "Trail Town Plan" is not a requirement to be designated a Florida Trail Town, although it is encouraged as a best practice.
 - Are trails included in some type of a local development plan for the town? What type of plan involving trails is currently available and includes your town? Do you have a specific "Trail Town Plan" or strategy?

Coordinate with neighboring communities:

- ❖ To be a Trail Town, proximity to a long-distance trail or connecting your town into a larger system is important. Coordinating with your neighboring communities can bring greater economic benefits by bringing in more trail tourism. Your neighbors can help organize and promote events (Many hands make light work).
 - How are you working with your neighbors to promote the trail(s)? Are you working with others in your region to promote trails and trail events?

BUSINESSES

Trails have the potential to provide a significant economic boost to local businesses. Some towns economically thrive because of trails, such as [trail towns along the Appalachian Trail](#) or the [Great Allegheny Passage](#)). Becoming a Trail Town provides a unique opportunity to take full advantage of the economic opportunities offered to your town through trails. After evaluating the types of trail users coming into your town, determine if your town offers the necessary goods and services they need.

Provide necessary and specific goods and services to trail users:

- ❖ Partner with your local chamber of commerce, economic development council, county/city commissioner's office or other relevant entities to discuss how to provide goods and services to trail users.

- What are the current businesses in your town which serve trail users? Are there gaps in the goods and services offered? How will those gaps be filled? Is the chamber of commerce or another group involved in developing a Trail Town economic strategy?

Coalition of local businesses that continue to grow and support the trail:

- ❖ Include businesses in the group championing the trail or create a central organization of businesses to assist developing the Trail Town economy. This group can formulate a plan for economic growth and expansion, agree on incentives and discounts to offer trail users, organize business participation in events, and coordinate with trail advocates, neighboring towns and other businesses.
 - Does your trail town have a central business organization? Can you identify existing business partnerships with the potential to participate in developing the Trail Town?

Marketing to and discount for trail users as an incentive to come into town:

- ❖ Give trail users a reason to come to your town by offering them special deals at local businesses. Kiosks on the trail can include advertisements for local businesses, special deals for trail users, or coupons for businesses in town. A small discount (10%-20%) can motivate trail users to visit or stay in your town.
 - What incentives do businesses offer to trail users for goods and services?

AMENITIES

A Trail Town is a friendly place which encourages trail users to visit and welcomes them with warm hospitality. Trail users want to explore interesting and vibrant places in their travels, and while they travel trail users need certain services. The longer they stay, the more money they will spend and the more likely they are to return.

Bike racks, boat docks and launches, hitching posts, etc.:

- ❖ Trail Towns often provide areas for storage of trail user's equipment while they are in town. This makes their stay much easier and enjoyable.
 - What trail amenities are in your town? Are there bike racks? Day-use parking? Kayak launches and ways to secure kayaks, canoes and paddleboards?

Reasonably priced food with local influences:

- ❖ Give trail users an affordable taste of your town. Reasonably priced food is necessary and having local influences makes it all the better. Make sure that these restaurants are family friendly.
 - Are your restaurants trail-friendly? Family-friendly? Affordable? Feature local influences?

Overnight accommodations (hotels, bed & breakfasts, cabins, and campgrounds):

- ❖ Provide overnight accommodations for trail users. It is not necessary to have all types of lodging available, though diversity is desirable (camping, B&B's, hotel chains etc.).

- Is lodging information readily available for trail users? Where?
- Are there special rates or travel packages offered to trail users?
- Have you surveyed trail users to evaluate their stay?

Easily accessible drinking fountains or potable water sources:

- ❖ This is crucial to trail user's health and safety. Water should be available near or on the trail. If there are not water fountains near the trail, consider having water jugs or free bottles of water within businesses for trail users. This is a friendly way to invite trail users into the town and into businesses.
 - Are public potable water sources readily available? Do businesses offer free water in bottles?

Food that can be purchased and easily packaged for trail use:

- ❖ Long-distance trail users require stopping points to refuel.
 - Are there trail-friendly stores where trail users can restock? How far away from the trail?

INFORMATION

Once your trail users are in town, signage, maps or flyers can direct them to businesses. This is a great way to inform trail users about the attractions and events your town has that they may not have previously known about. Make navigation of your town easy for trail users - provide them as much information as possible about your town as quickly as you can.

Informational pamphlets within the central business district:

- ❖ Produce pamphlets about what your town offers within the central business district. This is a great way to encourage trail users to enjoy all your town's offerings and to promote return trips.
 - Do businesses keep free informational pamphlets and event flyers in their stores?

SAFETY

Trail users want to feel safe and protected both on the trail and within your town.

Safe and navigable downtown business district and amenities:

The town is well-lit, has wide sidewalks, protected bike lanes and crosswalks.

- Does your downtown area feel safe and is it easy to navigate? Is it family-friendly and welcoming? Has your town reviewed or adopted the Florida [Complete Streets](#) guidelines?
- Is safety addressed in your current local development or "Trail Town Plan"?

Law enforcement is familiar with the trail terrain, length, and town:

- ❖ If an emergency occurs on the trail, first responders should be familiar with the trail and be able to reach trail users quickly.
 - Do first responders and law enforcement know where trail users are coming from, if there are connecting trails, and what types of trails are around town?

Medical services for trail users:

- ❖ Depending on what type of trail is near your town, trail users might need specific types of medical services. If you have a mountain bike trail you might need emergency medical services with off-road vehicles. If you have a paddling trail, you might need a rescue boat. If you have a hiking trail, you might need a golf cart or universal terrain vehicle to pick up injured or stranded hikers.
 - What type of medical services and equipment for trail users are available?



October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Bylaws Amendment - Technical Advisory Committee Membership Composition

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization amend the Chapter II. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee Bylaws D. Membership (item 1) to:

- **Remove representation from the City of Gainesville Regional Transit System;**
- **Add representation from the City of Gainesville Department of Mobility; and**
- **Consolidate representation from the City of Gainesville Public Works Department and the City of Gainesville Department of Mobility as shown in Exhibit 1.**

BACKGROUND

The City of Gainesville has restructured several transportation-related functions into the new Department of Mobility. With this consolidation, the City of Gainesville has requested the following modifications to its representation on the Technical Advisory Committee:

- Removal of representation from the City of Gainesville Regional Transit System;
- Addition of representation from the City of Gainesville Department of Mobility; and
- Consolidation of representation from the City of Gainesville Public Works Department and the City of Gainesville Department of Mobility.

The City of Gainesville Department of Mobility has designated the following representation on the Technical Advisory Committee to be the:

- Transportation Planning Manager (formerly of the Public Works Department) as the primary voting member; and
- Regional Transit System Director as the alternate voting member.

Federal requirements for transit agency representation are maintained through the City of Gainesville Department of Mobility. This change will reduce the Technical Advisory Committee roster from eleven to ten members. Exhibit 2 is a copy of the Technical Advisory Committee roster. Exhibit 3 is the email chain concerning these changes.

Attachments

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- (f) Conduct any other functions as assigned by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

D. Membership

- (1) There is no limit on the number of members who may serve on the Technical Advisory Committee. The membership of the Technical Advisory Committee shall at a minimum include representatives from the following organizations. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may also appoint additional Technical Advisory Committee members as needed.
 - (a) Alachua County Department of Growth Management;
 - (b) Alachua County Public Works Department;
 - (c) Bicycle/Pedestrian Advisory Board;
 - (d) City of Gainesville Department of Doing;
 - (e) City of Gainesville Public Works Department and Department of Mobility;
 - ~~(f) City of Gainesville Regional Transit System;~~
 - (f) Florida Department of Transportation District 2;
 - (g) Gainesville/Alachua County Regional Airport Authority;
 - (h) University of Florida Facilities Planning and Construction Division;
 - (i) University of Florida Transportation and Parking Services; and
 - (j) Alachua County Public Schools Superintendent or the Superintendent's designee.
- (2) All members of the Technical Advisory Committee shall be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area based upon nominations from the organizations listed in this Membership Section above and serve terms of indefinite length at the pleasure of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
- (3) Each member of the Technical Advisory Committee may name one (1) or more alternates who may vote only in the absence of that member on a one-vote-per-member basis.



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

October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Bylaws Amendment - Rural Advisor Selection

STAFF RECOMMENDATION

Amend the Chapter I. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bylaws D. Membership (item 2) to select its Rural Advisor from a list of elected official nominees as shown in Exhibit 1.

BACKGROUND

The City of Archer has requested that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Rural Advisor be selected from a pool elected officials nominated by the following jurisdictions outside the Gainesville Metropolitan Area:

- City of Alachua;
- City of Archer;
- City of Hawthorne;
- City of High Springs;
- City of Newberry;
- City of Waldo;
- Town of La Crosse; and
- Town of Micanopy.

Attachments

- (e) Ensure the compatibility of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area plans and projects with state and local county and city transportation plans and projects;
- (f) Ensure that the entire Gainesville Urbanized Area is included in the transportation planning process;
- (g) Ensure that all transportation modes are considered in the transportation planning process;
- (h) Ensure that the transportation needs of all persons, including the elderly and handicapped, are considered in the transportation planning process;
- (i) Establish and maintain a Technical Advisory Committee to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, guide and assist the Technical Advisory Committee in its activities and ensure local technical review and coordination with state and local plans in the transportation planning process;
- (j) Establish and maintain a Citizens Advisory Committee to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, guide and assist the Citizens Advisory Committee in its activities and public involvement programs and ensure meaningful citizen participation in the transportation planning process;
- (k) Ensure local technical review and coordination of bicycle and pedestrian projects to improve safety and encourage these modes by establishing and maintaining a Bicycle/Pedestrian Advisory Board to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area;
- (l) The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may also establish other standing or ad-hoc advisory committees as necessary or specified in state statutes, such as the Alachua County Transportation Disadvantaged Coordinating Board for the Transportation Disadvantaged Program; and
- (m) Perform other duties designated by federal and state laws or rules and regulations.

D. Membership

- (1) Voting Members: Pursuant to the Apportionment Plan approved by the Florida Governor, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall consist of the following voting members:
 - (a) The five (5) members of the Alachua County Board of County Commissioners; and
 - (b) The seven (7) members of the Gainesville City Commission.

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

E. Officers and Elections

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



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 <i>CAC @ TMC</i>	June 6	June 24 at 5:00 p.m.
AUGUST	August 7 <i>CAC @ NCFRPC</i>	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
TMC means Traffic Management Center



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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