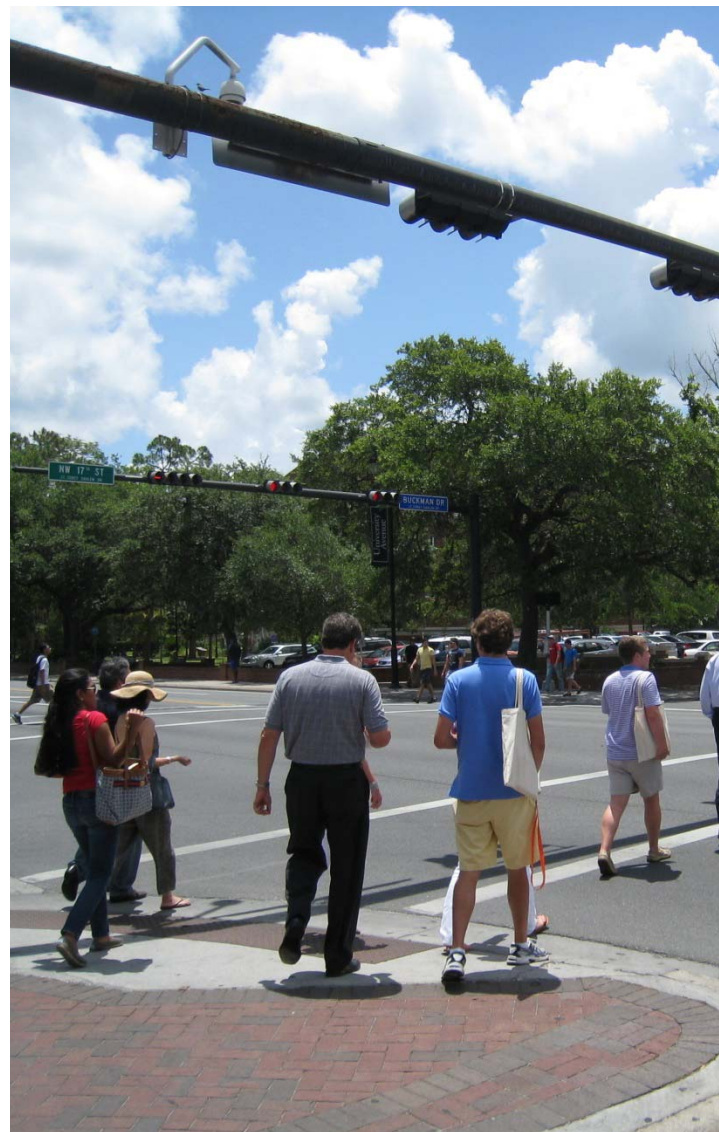


Meeting Packet August 24, 2020 5:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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

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

August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: David Arreola, Chair

SUBJECT: Meeting Announcement

Due to the COVID-19 public health emergency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will conduct a virtual meeting on **August 24, 2020 at 5:00 p.m.** The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area virtual public meeting will be via communications media technology.

Please note that the Year 2045 Long-Range Transportation Plan Cost Feasible Plan Virtual Public Hearing is an agenda item of this scheduled virtual meeting.

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**

**Virtual Public Meeting
Via Communications Media Technology
Gainesville, Florida**

**5:00 p.m.
August 24, 2020**

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 #117

**II. Transportation Improvement Program Amendment -
Roll Forward Projects**

**APPROVE JOINT
RECOMMENDATION**

The Florida Department of Transportation has requested a Transportation Improvement Program amendment to roll forward projects to Fiscal Year 2020-21.

Page #127

III. Year 2045 Transportation Cost Feasible Plan Public Hearing

- A. Welcome and Opening Remarks**
- B. Year 2045 Transportation Cost Feasible Plan Presentation**
- C. Public Comments**

The comment period is limited to three minutes for each individual.

D. Close Public Hearing

Page #127

**IV. Adoption of Year 2045 Long-Range Transportation Plan
Cost Feasible Plan**

**APPROVE JOINT
RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to adopt the Year 2045 Long-Range Transportation Plan Cost Feasible Plan.

V. Next Meeting

FOR INFORMATION ONLY

The next Metropolitan Transportation Planning Organization meeting is scheduled for October 26, 2020 at 3:00 p.m.

VI. Comments

A. Metropolitan Transportation Planning Organization Members*

B. Citizens Comments*

This agenda item provides an opportunity for citizens to address the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on any matter not included on the agenda. The comment period is limited to three minutes for each individual.

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**

**Virtual Public Meeting
Via Communications Media Technology
Gainesville Florida**

**5:00 p.m.
August 24, 2020**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - June 22, 2020 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #29 CA. 2 Engagement Letter for Fiscal Year 2019-20 Audit APPROVE STAFF RECOMMENDATION**
The audit this year will be prepared by Powell and Jones, Certified Public Accountants.
- Page #37 CA. 3 Fiscal Year 2020-21 Budget APPROVE STAFF RECOMMENDATION**
This budget establishes revenue and expenditure levels for the fiscal year.
- Page #41 CA. 4 Continuity of Operations Plan APPROVE STAFF RECOMMENDATION**
This plan, which is reviewed each year and revised as needed, has been revised to address disruption of normal staffing services and activities of the Metropolitan Transportation Planning Organization and its subcommittees and advisory committees by events such as the COVID-19 Public Health Emergency.
- Page #43 CA. 5 Annual Transit Ridership Monitoring Report APPROVE STAFF RECOMMENDATION**
This report is updated each year.
- Page #57 CA. 6 Public Involvement Plan Update APPROVE JOINT RECOMMENDATION**
Each year, the Metropolitan Transportation Planning Organization reviews its public involvement plan to ensure that its processes provide full and open access to all citizens. Disruption of normal public involvement activities by impacts of the COVID-19 Public Health Emergency has necessitated revisions to the plan.

Page #59 CA. 7 Year 2045 Long-Range Transportation Plan Public Participation Plan Amendment APPROVE JOINT RECOMMENDATION

The impacts of the COVID-19 Public Health Emergency has necessitated revisions to the Public Participation Plan which describes public involvement processes and activities for the preparation of the long-range transportation plan update. These revisions are consistent with the Public Involvement Plan update and describe public participation mitigation strategies used during the preparation of the long-range transportation plan update.

Page #61 CA. 8 Alachua Countywide Bicycle-Pedestrian Master Plan Request for Proposal APPROVE STAFF RECOMMENDATION

The request for proposal includes a scope-of-work developed by the Alachua Countywide Bicycle-Pedestrian Master Plan Steering Committee for solicitation of consulting services.

Page #63 CA. 9 Alachua Countywide Bicycle-Pedestrian Master Plan Interlocal Agreement APPROVE STAFF RECOMMENDATION

An interlocal agreement has been prepared concerning the financial contributions by Alachua County, City of Gainesville and the University of Florida for the preparation of the Alachua Countywide Bicycle-Pedestrian Master Plan.

Page #69 CA. 10 Completion of the Metropolitan Transportation Planning Certification Process FOR INFORMATION ONLY

The Florida Department of Transportation has recertified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area metropolitan transportation planning process.

Page #73 CA. 11 Trail Town Program Update FOR INFORMATION ONLY

The City of Gainesville has been recognized as a Trial Town by the Florida Greenways and Trails Council.

Page #77 CA. 12 Florida Transportation Plan Vision Element FOR INFORMATION ONLY

The Florida Department of Transportation has published the Florida Transportation Plan Vision Element.

Page #99 CA. 13 Florida Metropolitan Planning Organization Advisory Council - 2020 Legislative Session Summary FOR INFORMATION ONLY

The Florida Metropolitan Planning Organization Advisory Council has provided a copy of its 2020 Legislative Session Summary.

Page #109 CA. 14 Transportation Disadvantaged Program - Status Report FOR INFORMATION ONLY

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

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Virtual Public Meeting
Via Communications Media Technology
Gainesville, Florida

June 22, 2020
5:00 p.m.

MEMBERS PRESENT

David Arreola, Chair
Mike Byerly
Charles Chestnut IV
Ken Cornell
Linda Dixon/Curtis Reynolds
Adrian Hayes-Santos
Robert Hutchinson
Gail Johnson
Lauren Poe
Reina Saco
Karen Taulbee/Greg Evans
Harvey Ward
Marihelen Wheeler

MEMBERS ABSENT

Doug Jones
Gigi Simmons

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

After recognizing a quorum was present, Chair David Arreola called the meeting to order at 5:03 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

MOTION: Commissioner Hayes-Santos moved to approve the Consent Agenda and Meeting Agenda. Mayor Poe seconded the motion; motion passed unanimously.

At this time, Alachua County Commissioners Charles Chestnut IV and Ken Cornell and City of Gainesville Commissioners and Gail Johnson and Harvey Ward joined the virtual public meeting.

II. TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2020-21 TO 2024-25

Scott Koons, Executive Director, stated that the Transportation Improvement Program is the most important document that is approved each year by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for federal and state transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in this report. He discussed and answered questions regarding the following significant Fiscal Year 2020-21 projects:

- Airport - Airport Taxiway A Pavement Rehabilitation - Phase II, Commercial Terminal Expansion, Design and Construct Parking and Intermodal Transfer, Hangar Design and Construction, Install Inline Baggage System, Terminal Modifications and Parking Lot and \$3.11 million in Coronavirus Aid, Relief and Economic Security Act Funding;
- Bicycle/Pedestrian - Alachua Countywide Bicycle-Pedestrian Master Plan, State Road 26 (Newberry Road) Sidewalk and SW 20 Avenue Sidewalk;
- Intersection - Main Street at State Road 331 (Williston Road) Safety Project and State Road 121 (NW 34 Street) Turnlanes - NW 16 Avenue to U.S. Highway 441;
- Interstate - Managed Lane Study - Gainesville Metropolitan Area;
- Maintenance - Lighting Agreement Countywide;
- Public Transportation - Regional Transit System Capital/Operations and Capital funding plus \$12.95 million in Coronavirus Aid, Relief and Economic Security Act Funding;
- Resurfacing - State Road 24 from City of Archer to SW 75 Street and State Road 20 (Hawthorne Road) from SE 26 Street to Lake Shore Drive and U.S. Highway 441 (SW 13th Street) from Marion County line to State Road 331 (Williston Road); and
- Road Construction - SW 62 Boulevard Connector Interim two-Lane Project from Clark Butler Boulevard to SW 20 Avenue.

MOTION: Mayor Poe moved to approve the Transportation Improvement Program for Fiscal Years 2020-21 to 2024-25. Commissioner Hutchinson seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
			Mike BYERLY	X	
			Charles CHESTNUT IV	X	
			Ken CORNELL	X	
Adrian HAYES-SANTOS	X				
			Robert HUTCHINSON	X	
Gail JOHNSON	X				
Lauren POE	X				
Reina SACO	X				
Harvey WARD	X				
			Marihelen WHEELER	X	
David ARREOLA	X				
Totals	6	0		5	0

Motion passed unanimously.

III. LIST OF PRIORITY PROJECTS FOR FISCAL YEARS 2021-22 TO 2025-26

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 noted that the Metropolitan Transportation Planning Organization would have an opportunity to provide comments on the Department draft Tentative Work Program for Fiscal Years 2021-22 to 2025-26 later in 2020.

MOTION: Commissioner Ward moved to approve the List of Priority Projects for Fiscal Years 2021-22 to 2025-26 with Table 2 Other Arterial Construction/Right-of-Way Priorities revised to add as the new number 1 priority State Road 20 (NW 8th Avenue) Restriping Two-Lane Reduction with Onstreet Parking and Protected Bikelanes and Crosswalk Markings at NW 2nd Street, NW 3rd Street and NW 4th Street Project. Commissioner Hayes-Santos seconded the motion.

FRIENDLY AMENDMENT:

Mayor Poe asked to amend the motion to have the State Road 26 (University Avenue) Pedestrian Projects remain the number 1 priority and the State Road 20 (NW 8th Avenue) Restriping Two-Lane Reduction with Onstreet Parking and Protected Bikelanes and Crosswalk Markings at NW 2nd Street, NW 3rd Street and NW 4th Street Project be the new number 2 priority. Commissioners Ward and Hayes-Santos accepted the amendment.

FRIENDLY AMENDMENT:

Commissioner Cornell asked to amend the motion to have the State Road 26 (Newberry Road) Bikelane Restriping Project moved to be the new number 3 priority. Commissioners Ward and Hayes-Santos accepted the amendment.

Nathan Scott suggested an Interstate 75 flyover on State Road 26 (Newberry Road) to address congestion in the interchange area.

Gregory Stepp, Robert Karp representing Gainesville Citizens for Active Transportation, Michael Smead and Thomas Hawkins spoke in support of the State Road 20 (NW 8th Avenue) Restriping Two-Lane Reduction with Onstreet Parking and Bikelanes and Crosswalks at NW 2nd Street, NW 3rd Street and NW 4th Street Project.

Mr. Karp also endorsed the State Road 26 (Newberry Road) Bikelane Restriping Project.

MOTION AS AMENDED:

Commissioner Ward moved to approve the List of Priority Projects for Fiscal Years 2021-22 to 2025-26 with Table 2 Other Arterial Construction/Right-of-Way Priorities revised to:

1. add the State Road 20 (NW 8th Avenue) Restriping Two-Lane Reduction with Onstreet Parking and Protected Bikelanes and Crosswalk Markings at NW 2nd Street, NW 3rd Street and NW 4th Street Project be the new number 2 priority; and
2. move the State Road 26 (Newberry Road) Bikelane Restriping Project to be the new number 3 priority.

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

IV. YEAR 2045 TRANSPORTATION NEEDS PLAN PUBLIC HEARING -

A. WELCOME AND OPENING REMARKS

Mr. Koons discussed the procedure for the public hearing and adoption of the Year 2045 Transportation Needs Plan.

B. YEAR 2045 TRANSPORTATION NEEDS PLAN PRESENTATION

Mr. Koons and Edward Ng, Technical Vice-President for Planning, The Corradino Group, Inc. Project Manager, presented a slideshow concerning the Gainesville Metropolitan Area transportation system analysis and draft Year 2045 Transportation Needs Plan and answered questions.

C. YEAR 2045 TRANSPORTATION NEEDS PLAN PUBLIC COMMENTS

Chair Arreola declared the public hearing open.

There were no public comments and/or questions on the draft Year 2045 Transportation Needs Plan during the public hearing.

D. CLOSE PUBLIC HEARING

Chair Arreola closed the public hearing.

V. ADOPTION OF YEAR 2045 LONG-RANGE TRANSPORTATION PLAN NEEDS PLAN

Mr. Koons reviewed the draft Year 2045 Transportation Needs Plan. He recommended approval of the joint Bicycle/Pedestrian Advisory Board. Citizens Advisory Committee, Technical Advisory Committee and staff recommendation with one addition, the State Road 20 (NW 8th Avenue) Restriping Two-Lane Reduction with Onstreet Parking and Protected Bikelanes and Crosswalk Markings at NW 2nd Street, NW 3rd Street and NW 4th Street Project.

Chair Arreola asked for a motion to adopt the Year 2045 Transportation Needs Plan.

MOTION: Commissioner Hayes-Santos moved to adopt the Year 2045 Transportation Needs Plan as amended to add the State Road 20 (NW 8th Avenue) Restriping Two-Lane Reduction with Onstreet Parking and Protected Bikelanes and Crosswalk Markings at NW 2nd Street, NW 3rd Street and NW 4th Street Project (Exhibits 1, 2, and 3). Mayor Poe seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
			Mike BYERLY	X	
			Charles CHESTNUT IV	X	
			Ken CORNELL	X	
Adrian HAYES-SANTOS	X				
			Robert HUTCHINSON	X	
Gail JOHNSON	X				
Lauren POE	X				
Reina SACO	X				
Harvey WARD	X				
			Marihelen WHEELER	X	
David ARREOLA	X				
Totals	6	0		5	0

Motion passed unanimously.

VI. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Arreola announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for August 24, 2020 at 5:00 p.m.

VII. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

Mayor Poe discussed enforcement of COVID-19 mask-wearing requirements. He asked that the Alachua County Board of County Commissioner to take action to enforce the COVID-19 mask-wearing requirement.

B. CITIZENS

There were no citizen comments.

C. CHAIR'S REPORT

Chair Arreola thanked the Metropolitan Transportation Planning Organization staff and Florida Department of Transportation staff for their assistance with the preparation for the virtual meeting.

Commissioner Cornell thanked Alachua County Communications Office staff for its virtual meeting technical support.

ADJOURNMENT

The meeting was adjourned at 6:10 p.m.

Date

Adrian Hayes-Santos, Secretary/Treasurer

EXHIBIT A

Interested Citizens

Thomas Hawkins
Robert Karp
Aditya Katragadda
Edward Ng
Nathan Scott
Michael Smead
Gregory Stepp
Srin Varanasi

Alachua County

Chris Dawson
Corbin Hanson
Sylvia Torres

City of Gainesville

Lee Feldman
Tammi Gibson
Jesus Gomez
Deborah Leistner
Melisa McCreedy
Frederick Murry

**Florida Department
of Transportation**

James Knight
Mari Schwabacher

* Via telephone

Spoke and provided written comments

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

Virtual Public Meeting
Via Communications Media Technology
Gainesville, Florida

5:00 p.m.
June 22, 2020

STAFF RECOMMENDATION

Page #7 CA. 1 Minutes - December 15, 2019 and April 20, 2020 APPROVE MINUTES

These sets of Metropolitan Transportation Planning Organization minutes are ready for review.

Page #23 CA. 2 Transportation Improvement Program Amendments FOR INFORMATION ONLY
for Fiscal Years 2019-20 to 2023-24

The Executive Director with the concurrence of the Chair approved and signed two amendments to the Transportation Improvement Program for Fiscal Years 2019-20 to 2023-24 pursuant to authority provided in Resolution No. 2020-02 in order to receive federal funds.

Page #31 CA. 3 Transit Safety Performance Measures and Targets APPROVE JOINT
RECOMMENDATION

The Metropolitan Transportation Planning Organization is required to set transit safety targets. These targets are consistent with the Regional Transit System safety targets. (see Exhibit 4)

Page #37 CA. 4 Transportation Disadvantaged Program - APPOINT MR. ABOUMRAD,
Alachua County Transportation Disadvantaged Board MS. BAMBURG,
Appointments MS. COOKE,
MR. SHERMAN AND
MS. SMALL

Jeff Aboumrad has applied for appointment as the voting Florida Department of Education Representative. Sylvia Bamburg has applied for appointment as the alternate Florida Agency for Persons with Disabilities Representative. Helen "Renee" Cooke has applied for appointment as the voting Florida Agency for Persons with Disabilities Representative. Morris Sherman has applied for appointment as the alternate Children at Risk Representative. Marie Small has applied for appointment as the voting Elderly Representative.

Page #49

**CA. 5 Transportation Disadvantaged Program -
Status Report**

NO ACTION REQUIRED

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

EXHIBIT 1

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long Range Transportation Plan

**Adopted Year 2045 Transportation Needs Plan
Year 2045 Forecasted Congested Roadways (based on Existing-plus-Committed Network)**

Map ID	Facility Name	From	To	Existing - Plus - Committed Lanes	Total Lanes Needed (Unconstrained)
29	Archer Road (State Road 24)	SW 173rd Court	SW 75th Street/Tower Road	2	4
86	Archer Road (State Road 24)	SW 75th Street/Tower Road	I-75 (State Road 9)	4	6
85	Archer Road (State Road 24)	I-75 (Stae Road 9)	SW 16th Avenue	6	8
30	Archer Road (State Road 24)	SW 16th Avenue	SW 13th Street (US 441)	4	6
4	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	2	4
83	I-75 (Entire corridor)	Marion Countyline/ External Station	Columbia Countyline/ External Station	6	8
13	NW 8th Avenue	Newberry Road	NW 34th Street (State Road 121)	4	6
84	Newberry Road (State Road 26)	I-75	NW 8th Avenue	6	8
20	Newberry Road (State Road 26)	NW 8th Avenue	SW 2nd Avenue	4	6
7	NW 23rd Avenue	NW 98th Street	NW 55th Street	2	4
44	NW 16th Avenue	NW 34th Street	NW 13th Street (US 441)	4	6
42	NW 23rd Boulevard	NW 22nd Street	NW 13th Street (US 441)	2	4
39	NW 34th Street (State Road 121)	W University Avenue	NW 31st Boulevard	2	4
40	NW 34th Street (State Road 121)	NW 31st Boulevard	NW 53rd Avenue	2	4
95	NW 34th Boulevard (State Road 121)	NW 53rd Avenue	NW 77th Avenue	2	4
1	NW 39th Avenue	SW 143rd Street	NW 105th Street	2	4
11	NW 43rd Street	Newberry Road	NW 13th Street (US 441)	4	6
94	NW 53rd Avenue	NW 52nd Terrace	NE 151st Street	2	4
5	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue (State Road 222)	2	4
3	NW 98th Street	Newberry Road	NW 39th Avenue (State Road 222)	2	4

Map ID	Facility Name	From	To	Existing - Plus - Committed Lanes*	Total Lanes Needed (Unconstrained)
2	NW 143rd Street	Newberry Road	NW 46th Avenue	2	4
31	SW 16th Avenue (State Road 226)	Shealy Drive	Main Street	4	6
23	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	2	4
35	SW 23rd Terrace	Williston Road	Hull Road	2	4
27	SW 24th Avenue	SW 43rd Street	SW 34th Street	2	4
36	SW 35th Place	SW 34th Street	SW 27th Street	2	4
37	SW 39th Boulevard	Archer Road	SW 34th Street	2	4
52	SW 4th Avenue	SW 13th Street (US 441)	SE 3rd Street	2	4
21	SW 62nd Boulevard	Newberry Road	Clark Butler Boulevard	2	4
17	SW 75th Street/Tower Road	SW 75th Court	SW 8th Avenue	2	4
88	SW 8th Avenue	SW 91st Street	SW 20th Avenue	2	4
33	Williston Road (State Road 331)	SW 40th Street	SW 35th Drive	2	4
34	Williston Road (State Road 331)	SW 35th Street	SW 13th Street	4	6
53	NW 13th Street (US 441)	NW 16th Avenue	NW 39th Avenue	4	6
29	Archer Road (State Road 24)	SW 173rd Court	SW 75th Street/Tower Road	2	4
85	Archer Road (State Road 24)	I-75 (State Road 9)	SW 16th Avenue	6	8
30	Archer Road (State Road 24)	SW 16th Avenue	SW 13th Street	4	6
4	Ft. Clark Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	2	4
13	NW 8th Avenue	Newberry Road (State Road 26)	NW 34th Street	4	6

* Roadway facilities in red text are Metropolitan Transportation Planning Organization Capacity Lane Policy -constrained.

**Adopted Year 2045 Transportation Needs Plan
 Supplemental Projects for Scenario Testing****

Facility	From/At	To	Modification
NW 83rd Street	NW 39th Avenue (State Road 222)	SpringHills Boulevard	Two- Lane Extension
NW 91st Street	4100 Block	SpringHills Boulevard	Two- Lane Extension
NW 98th Street	NW 39th Avenue (State Road 222)	SpringHills Boulevard	Two- Lane Extension
Radio Road	Hull Road	SW 34th Street (State Road 121)	Two- Lane Extension
Hull Road	SW 20th Avenue	SW 38th Terrace	Two- Lane Extension
SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two- Lane Roadway
SpringHills Connector	SpringHills Boulevard	Millhopper Road	New Two- Lane Roadway
Park-and-Ride	Tower Road at SW 8th Avenue	-	Construct Park-and-Ride
State Road 20 (NW 8th Avenue)	State Road 20 (NW 6th Street)	State Road 20 (Main Street)	Restriping Two-Lane Reduction with Onstreet Parking and Protected Bikelanes and Crosswalk Markings at NW 2nd Street, NW 3rd Street and NW 4th Street

** Supplemental testing will also include projects from the Alachua County Comprehensive Plan that are within the Gainesville Metropolitan Area.

**Adopted Year 2045 Transportation Needs Plan
Alachua County Comprehensive Plan - General Purpose Lane Capacity Projects**

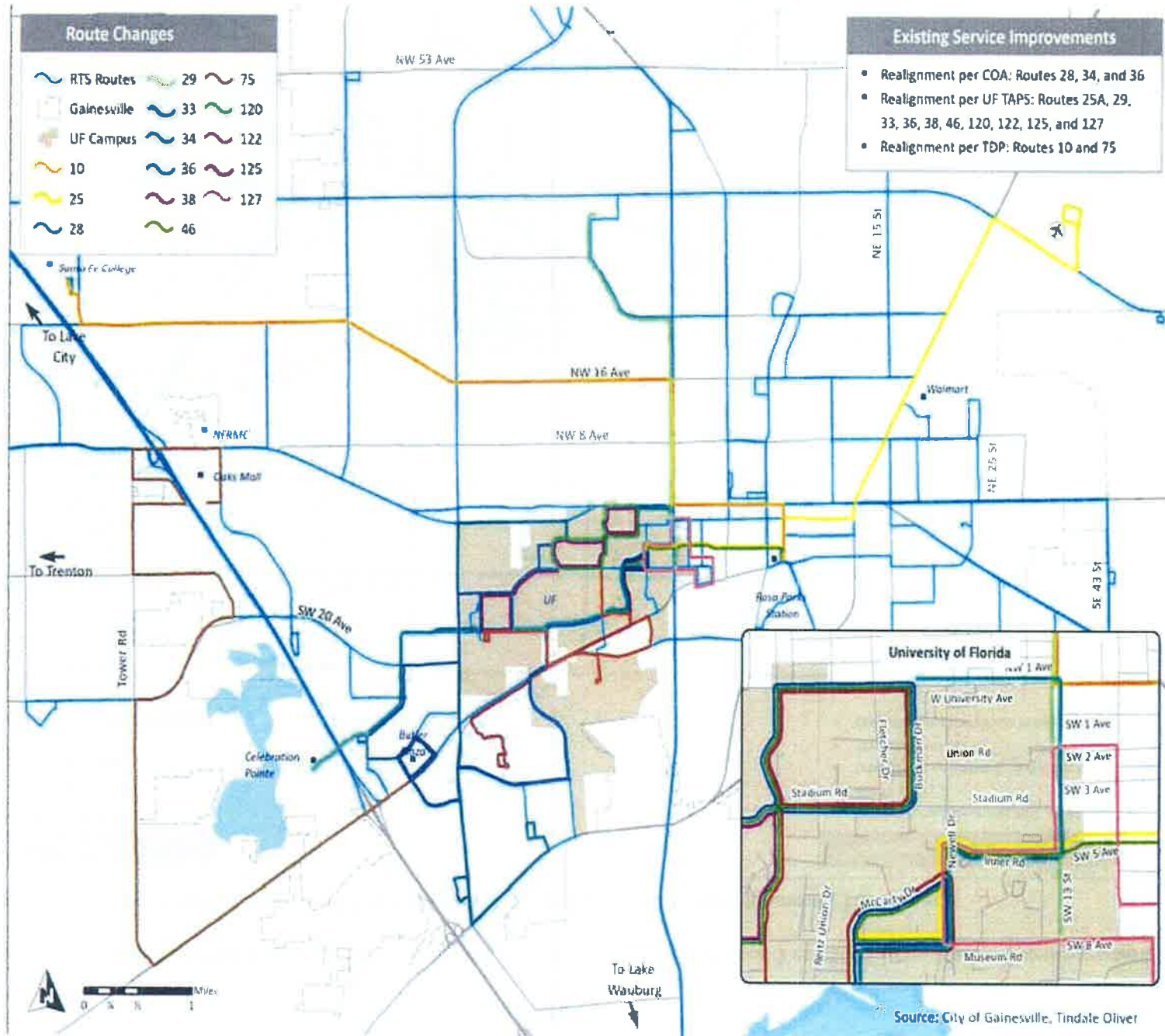
Project Name-	From	To	Project Description
NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	Widen to 3 lane complete street
NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	Widen to 4 lanes, including bridge over I-75 plus Transit Pre-emption Provisions
NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	Widen to 4 lanes
NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes
NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes
NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway
NW 91st Street Extension	Terminus	NW 46th Avenue Extension	New Construction, 4 lanes
NW 98th Street Extension	NW 39th Avenue	NW 46th Avenue	New Construction, 4 lanes
SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	Widen, 4 lanes with bridge over I-75
SW 91st Street / SW 73rd Avenue Extension	Archer Road (State Road 24)	SW 88th Street	New Construction, 2 lanes
New Road South and Parallel to Archer Road (State Road 24)	SW 63rd Boulevard	Archer Road (State Road 24)	New Construction, 2 lanes
SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes
SW 63rd Boulevard/ SW 67th Avenue	SW 24th Ave	Archer Road (state Road 24)	New Construction, 2 lanes

**Adopted Year 2045 Transportation Needs Plan
Alachua County Comprehensive Plan - General Purpose Lanes with Dedicated Transit Lane Capacity Projects**

Project Name-	From	To	Project Description
NW 83rd Street	NW 39th Avenue	NW 46th Avenue	New roadway plus 2 Dedicated Transit Lanes
NW 46th Avenue	NW 83rd Street Extension	NW 91st Street Extension	New roadway plus 2 Dedicated Transit Lanes
NW 46th Avenue	NW 91st Street Extension	NW 98th Street Extension	New 4 lane roadway plus 2 Dedicated Transit Lanes and Bridge over I-75
NW 46th Avenue	NW 98th Extension	NW 115th Street Extension	New Construction, 2 lanes plus Dedicated Transit Lane
NW 115th Street	NW 39th Avenue	NW 46th Avenue	New Construction, 2 lanes plus Dedicated Transit Lane
NW 122nd Street/ 115th Street	Newberry Road (State Road 26)	NW 39th Avenue	New Construction, 2 lanes plus Dedicated Transit Lane
Archer Road (State Road 24)	SW 75th Terrace	SW 91st Street	Widen, 4 lanes plus Dedicated Transit Lane

**Adopted Year 2045 Transportation Needs Plan
 Alachua County Comprehensive Plan - Dedicated Transit Lane Capacity Projects**

Project Name-	From	To	Project Description
Ft. Clarke Boulevard	Newberry Road	NW 23rd Avenue	2 Dedicated Transit Lanes
NW 83rd Street	NW 39th Avenue	NW 23rd Street	2 Dedicated Transit Lanes
Newberry Road (State Road 26)	I-75 (State Road 9)	NW 109th Drive	Dedicated Transit Lane in median plus signal upgrade
Newberry Road (State Road 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median plus resurface & signal upgrade
SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane
Archer Road (State Road 24)	SW 75th Street	SW 45th Street	Dedicated Transit Lane plus signal upgrade
SW 91st Street	Archer Road	SW 46th Boulevard	Dedicated Transit Lane
SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane
Hawthorne Road (State Road 20)	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Reconfigure existing roadway, add multi-use path)



10-Year Implementation Plan

The implementation plan shown below outlines service improvements included in the recommended transit plan from 2020 through 2029 as well as unfunded needs. It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements. This project implementation schedule should be adjusted as priorities change, funding allocations change, or more funding becomes available.

	Description	10-Year Operating Cost	10-Year Capital Cost
Maintain Existing Fixed-Route Service	Maintain existing fixed-route service	\$266,390,435	\$77,334,006
Maintain Existing Paratransit Service	Maintain existing paratransit service	\$21,713,299	\$4,493,369
Phase 1 (2020-2024)			
Increase frequencies on Routes 6, 15, 21, 43, 75	Double frequency on Route 6 – weekday Double frequency on Route 15 – evening Double frequency on Route 21 Increase frequency 30 min to 20 min – Route 43 30-min frequency – Route 75	\$19,283,899	\$1,448,286
Increase service span on Routes 6, 15, 21, 43, 75, 600/601 (Microtransit)	Expand span on Microtransit to match Route 7 Later service Route 6 – until 10:00 pm Later service Route 15 – until 12:00 midnight Later service Route 43 – until 10:00 pm Later service Route 75 – until 11:00 pm	\$9,058,740	\$1,448,286
Phase 2 (2025-2029)			
Replace Route 121, realign routes per UF TAPS, realign routes per TDP/COA	Replace with other service improvements Realign Routes 25A, 29, 38, 46, 120, 122, 125, 127, 10, 28, 33, 34, 36, 75	\$371,326	\$0
Other/Capital Projects (2020-2029)			
TSP/Queue Jump	Projects enhance service throughout service area		\$16,050,000
East Side Transfer Station			\$4,006,925
Bus Stop Infrastructure			\$5,861,000
ADA Improvements			\$5,000,000
Technology Projects			\$10,723,000
Recurring Facilities Upgrades			\$1,567,615
Unfunded Needs (2020-2029)			
MOD Service (Phase 1)	MOD zones (7) overlay fixed route network to add on-demand local mobility, first/last-mile connections, for general public and paratransit demand	\$7,565,194	\$645,496
BRT- Lite Service (Phase 2)	BRT light service along Newberry, Archer, West University with TSP/queue jump treatments	\$13,692,629	\$5,315,356
Express Service (Phase 2)	Duck Pond/UF Express and Tower/UF Express	\$5,569,883	\$2,319,387
Paratransit Service (Phase 2)	Expanded ADA to cover new service/demand	\$919,081	\$2,078,687
Costs and Revenue Summary			
Operating Needs	\$349,184,682	\$293,466,577	\$55,718,106
Capital Needs	\$138,291,411	\$94,531,600	\$45,533,958

EXHIBIT 3

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long-Range Transportation Plan

Adopted Year 2045 Needs Plan Bicycle and Pedestrian Projects - Alachua Countywide Bicycle-Pedestrian Master Plan

- An updated list of bicycle and pedestrian facility “box-funded” projects within the Gainesville Metropolitan Area to be included in the Year 2045 Long-Range Transportation Plan Federal Transportation Alternatives Program “Box Funds” are to be developed in the upcoming Alachua Countywide Bicycle-Pedestrian Master Plan.
- Alachua County, City of Gainesville and University of Florida are jointly funding this planning effort that is anticipated to begin later in 2020.
- The Alachua Countywide Bicycle-Pedestrian Master Plan will be an update of the 2001 Alachua Countywide Bicycle Master Plan and initial countywide pedestrian facility planning document.

EXHIBIT 4

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transit Safety Targets**

Performance Measure	Performance Measure Rate	Target
Preventable Accidents	Per 100,000 Miles	Less Than One
Injuries	Per 100,000 Miles	Less Than Two
Fatalities	Per 100,000 Miles	Zero
Safety Events	Per 100,000 Miles	Less Than Eight
System Reliability	Mean Distance Between Mechanical Failure	Less than 9,000 Miles

Note - These Transit Safety Performance Targets are consistent with the Regional Transit System Targets.



CA.2

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August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Engagement Letter for Fiscal Year 2019-20 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 2019-20 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 2019-20 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 \$7,171 fee to be charged for the Fiscal Year 2019-20 Audit.

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

Attachment



Powell & Jones
Certified Public Accountants

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

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

August 14, 2020

Honorable David Arreola, 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, 2020. 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, 2020. 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)

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

Audit Objectives

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

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

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

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

Audit Procedures—General

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

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

that comes to our attention. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

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

Audit Procedures—Internal Control

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

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

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

Audit Procedures—Compliance

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

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

Other Services

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

Management Responsibilities

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

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

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

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants. Management is also responsible for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements, or abuse that we report. Additionally, as required by the Uniform Guidance, it is management's responsibility to evaluate and monitor noncompliance with federal statutes, regulations, and the terms and conditions of federal awards; take prompt action when instances of noncompliance are identified including noncompliance identified in audit findings; promptly follow up and take corrective action on reported audit findings; and prepare a summary schedule of prior audit findings and a separate corrective action plan. If applicable, the summary schedule of prior audit findings should be available for our review on March 30, 2021.

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.

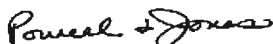
We expect to begin our audit on approximately December 15, 2020, and to issue our reports no later than April 1, 2021 unless extended by the Organization. Richard C. Powell, Jr. is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another 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 \$ 7,171.

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: _____

Date: _____

Governance signature: _____

Title: _____

Date: _____



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August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Proposed Budget for Fiscal Year 2020-21

RECOMMENDATION:

Adopt the budget for Fiscal Year 2020-21 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 needs to be adopted for the period October 1 to September 30.

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
 BUDGET
 Fiscal Year October 1, 2020 to September 30, 2021
 Proposed August 24, 2020

REVENUE

Florida Department of Transportation	\$ 789,600
Florida Transportation Disadvantaged Commission	24,900
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	<u>150,800</u>
TOTAL REVENUE	\$ 989,300

EXPENSES

Contractual Services	\$ 821,600
Legal Advertisements	6,500
Audit	7,400
Travel	2,000
Memberships	500
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	<u>150,800</u>
TOTAL EXPENSES	\$ 989,300



August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Continuity of Operations Plan

STAFF RECOMMENDATION

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

BACKGROUND

Each year, staff review, and make needed revisions to, the Continuity of Operations Plan as part of addressing consideration of safety and security in the transportation planning process. The Plan addresses how the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to function in the event of a natural or man-made disaster.

The 2020 annual review of the Continuity of Operations Plan addresses the impacts of the COVID-19 pandemic, which not only affected Metropolitan Transportation Planning Organization office operations, but also the ability of the Metropolitan Transportation Planning Organization and its advisory committees to conduct public hearings, public meetings and public workshops at their respective normal meeting locations or in any public building. Substantive changes made to the document include:

- Phased implementation of the Continuity of Operations Plan (each phase includes activity descriptions for staff operations and Metropolitan Transportation Planning Organization meetings, including meeting of its advisory committees and subcommittees and ad hoc appointed groups);
- Notifications of Continuity of Operations Plan activation for work location and communications; and
- Alternate work sites and meeting locations, including virtual meetings via communications media technology.

Below is the link to the draft Continuity of Operations Plan (Exhibit 1).

http://ncfrpc.org/mtpo/FullPackets/MTPO/2020/COOPreport_2020dft.pdf

A printed copy of the draft Continuity of Operations Plan for each voting member will be delivered to the Alachua County Administration Building and the Gainesville City Hall.


Attachment

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August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Annual Transit Ridership Monitoring Report

STAFF RECOMMENDATION

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

BACKGROUND

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

http://ncfrpc.org/mtpo/FullPackets/MTPO/2020/Transit_Ridership_Monitoring_Report_2019dft071720.pdf

In addition, please find attached:

Exhibit 1 - A table and pie-chart depicting the Regional Transit System funding for Fiscal Years 2015 to 2019; and

Exhibit 2 - Regional Transit System Fiscal Year 2018-19 budget information provided by the City of Gainesville.

Attachments

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**Regional Transit System Operations Funding
Fiscal Years 2015 to 2019**

Source	Fiscal Year				
	2015	2016	2017	2018	2019
Federal Transit Administration	\$2,650,000	\$2,650,000	\$2,650,000	\$15,612,083	\$10,514,021
University of Florida	\$12,598,193	\$13,429,786	\$14,003,331	\$14,906,339	\$14,554,408
Florida Department of Transportation	\$2,478,267	\$2,539,263	\$2,496,411	\$5,190,503	\$5,310,940
City of Gainesville	\$3,006,407	\$3,173,745	\$3,244,480	\$3,521,012	\$4,293,439
Alachua County	\$945,435	\$973,753	\$917,317	\$1,349,843	\$1,684,331
Santa Fe College	\$959,056	\$988,123	\$1,006,085	\$1,143,746	\$1,048,572
Fares & Passes	\$1,127,565	\$1,175,431	\$1,053,543	\$1,157,171	\$928,605
Other	\$708,728	\$723,877	\$424,652	\$728,458	\$702,000
Total Revenue	\$24,473,651	\$25,653,978	\$25,795,819	\$43,609,155	\$39,036,316

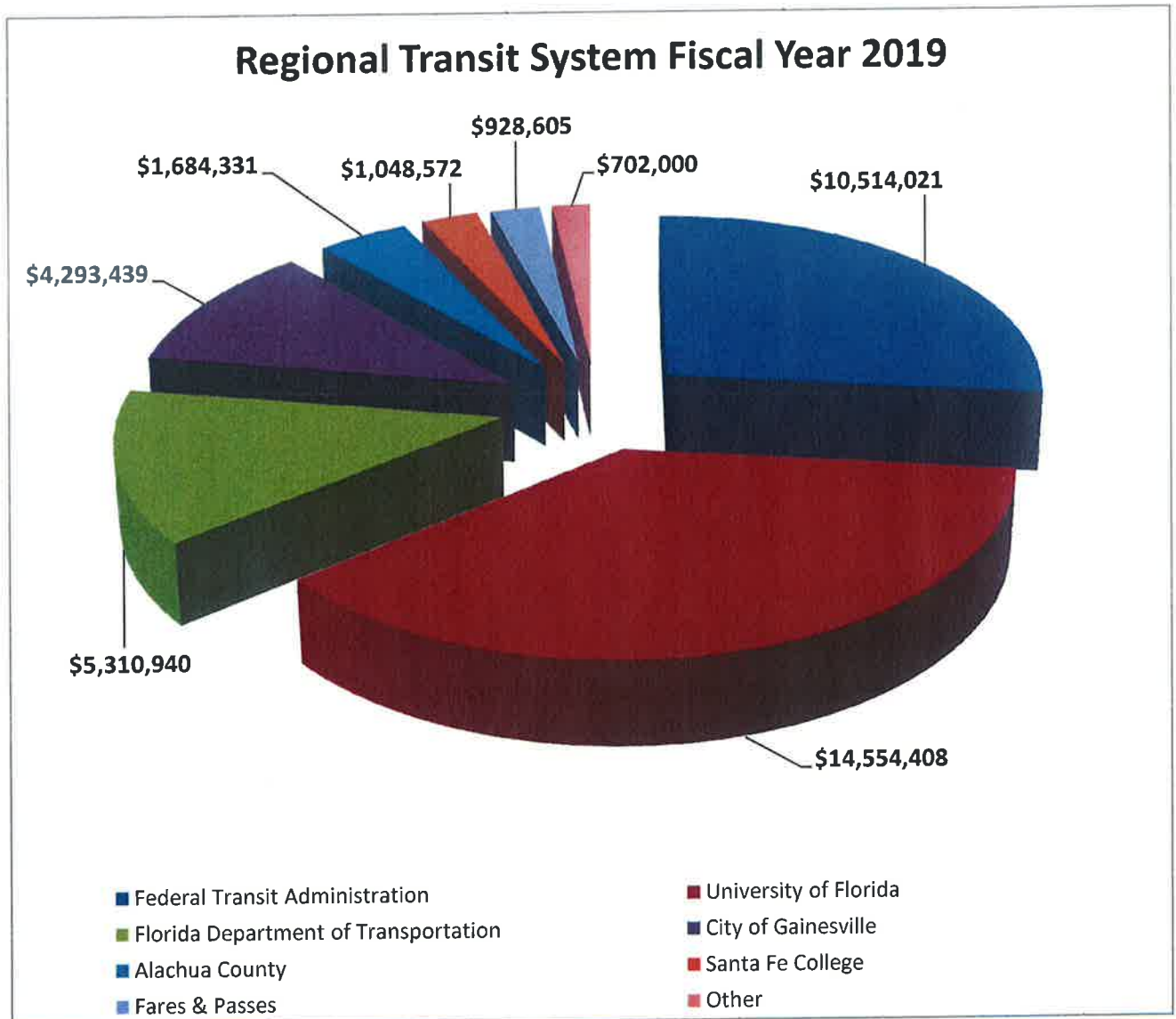


EXHIBIT 2

Regional Transit System Fund
 Schedule of Sources - Current Year Budget to Actual
 Regional Transit System - 680
 Beginning October 1, 2019

		Original Budget	Current Budget	Current Actual	% of CY Budget
680 Department-wide					
Sources					
2408	Gas Tax Rebate	298,746	298,746	-	0.00%
2802	County Contract - Base Service	436,841	436,841	-	0.00%
2804	County Contribution - Route 75	593,631	807,490	-	0.00%
4018	Fares	605,605	605,605	-	0.00%
4019	UF Campus Contract	2,961,831	2,961,831	-	0.00%
4020	Shuttle Services	3,000	3,000	-	0.00%
4023	Student Passes	20,000	20,000	-	0.00%
4024	Adult Passes	300,000	300,000	-	0.00%
4025	Advertising	535,000	535,000	-	0.00%
4035	SFC Transportation Fee	968,050	1,048,572	-	0.00%
4037	UF Transportation Fee	10,123,286	10,199,734	-	0.00%
4039	UF Sunday Service	449,106	449,106	-	0.00%
4040	Gator Aider	259,963	259,963	-	0.00%
4044	MegaBus, Inc	23,000	23,000	-	0.00%
4048	UF Later Gator	442,697	442,697	-	0.00%
4053	Shands Employee Pass	74,077	74,077	-	0.00%
4072	UF - TransLoc Share	167,000	167,000	-	0.00%
7201	Miscellaneous Revenue	25,000	25,000	-	0.00%
7275	Insurance Recovery	52,000	52,000	-	0.00%
	Subtotals: Operating	18,338,833	18,709,661	-	0.00%
Non-Operating					
0201	Local Option Gas Tax	2,084,289	2,140,197	-	0.00%
	Grants:	-	-	-	-
1602	FTA 5307 Urbanized Formula	2,650,000	7,342,546	-	0.00%
1608	FTA 5309 Capital Prog.	-	1,741,848	-	0.00%
1640	Fed Grant-Other Trans.	-	1,429,627	-	0.00%
2204	FDOT Block Grant	2,045,742	2,045,742	-	0.00%
2240	FDOT 5311, 5316, 5317 Funds	400,173	3,265,198	-	0.00%
4503	City Match	-	1,160,678	-	0.00%
6001	Interest on Investments	22,000	22,000	-	0.00%
6801	Proceeds - Surplus Equipment	45,000	45,000	-	0.00%
	Transfers from:	-	-	-	-
7408	General Fund	574,896	574,896	-	0.00%
7473	T/F-TCEA Fund (116)	-	112,359	-	0.00%
7484	5-Cents LOGT	440,000	440,000	-	0.00%
7604	G.R.U.	6,563	6,563	-	0.00%
	Subtotals: Non-Operating	8,268,663	20,326,655	-	0.00%
	Total Sources	26,607,496	39,036,316	-	-

Regional Transit System Fund
 Departmental Expenditure Monitoring - Current Year Budget to Actual
 Regional Transit System - 680
 Beginning October 1, 2019

680 Department-wide	Original Budget	Current Budget	Current Actual	% of CY Budget
Personal Services				
1011 Permanent Full-Time	10,878,927	13,530,986	-	0.00%
1013 Temporary Full-Time	10,000	10,000	-	0.00%
1017 Interns	30,000	30,000	-	0.00%
1030 OT 1½	1,043,230	1,043,230	-	0.00%
1130 Special Assignment	36,000	36,000	-	0.00%
2010 Social Security	817,283	818,238	-	0.00%
2020 Retirement	2,010,623	2,012,412	-	0.00%
2030 Health Insurance	2,131,590	2,137,633	-	0.00%
2031 Retiree Health Ins	66,237	66,244	-	0.00%
2040 Life Insurance	47,662	47,662	-	0.00%
2060 Worker's Comp	213,669	213,828	-	0.00%
2140 Tool Allowance	15,000	15,000	-	0.00%
Total Personal Services	17,300,222	19,961,233	-	0.00%
Operating				
3009 Non-Capital Equip	1,000	1,000	-	0.00%
3010 Materials & Supplies	173,200	173,200	-	0.00%
3018 Computer Supplies	23,260	23,260	-	0.00%
3020 Office Supplies	25,100	25,100	-	0.00%
3030 Printing & Binding	52,000	52,000	-	0.00%
3040 Uniform Purchase Price	56,000	56,000	-	0.00%
3110 Telephone	15,500	15,500	-	0.00%
3115 T.R.S. Access Charge	127,450	127,450	-	0.00%
3120 Postage	2,300	2,300	-	0.00%
3130 Advertising	20,500	20,500	-	0.00%
3140 Utilities - Elect, Sewer, Wat	316,793	316,793	-	0.00%
3150 Gas, Oil & Grease	140,510	140,510	-	0.00%
3152 Diesel Fuel	2,339,314	2,339,314	-	0.00%
3199 Mass Transit Fuel Tax	273,522	273,522	-	0.00%
3210 Travel & Training	26,300	26,300	-	0.00%
3230 Safety Awards	6,000	6,000	-	0.00%
3250 Dues, Memb & Pubs	18,250	18,250	-	0.00%
3265 Meals/Food	100	100	-	0.00%
3420 Rental-Equipment	1,500	1,500	-	0.00%
3510 Insurance Premiums	957,179	957,179	-	0.00%
3590 Indirect Costs	2,047,598	2,047,598	-	0.00%
4110 Professional Svcs	79,000	209,000	-	0.00%
4111 External Legal	12,000	12,000	-	0.00%
4120 Other Contractual Service	2,414,678	3,342,179	-	0.00%
4190 Tires and Tubes	25,000	25,000	-	0.00%
4200 Parts-Motor Equipment	15,000	15,000	-	0.00%
4205 Outside Labor	70,000	70,000	-	0.00%
4206 Collision Expense	15,000	15,000	-	0.00%
4280 Maint - Bldg/Grounds	140,000	140,000	-	0.00%
4300 Inventory Purchases	1,422,500	1,422,500	-	0.00%
Total Operating	10,816,554	11,874,055	-	0.00%

Regional Transit System Fund
 Departmental Expenditure Monitoring - Current Year Budget to Actual
 Regional Transit System - 680
 Beginning October 1, 2019

Non-Operating & Capital					
6021	Bus Shelters	-	225,000	-	0.00%
6040	Machinery & Equip	-	2,694,456	-	0.00%
6050	Vehicles	-	2,240,500	-	0.00%
9030	Depreciation Expense	3,450,318	3,450,318	-	0.00%
9861	Trans-General Fund	95,147	95,147	-	0.00%
9911	T/T-Pob-S2003a Debt Svc (	422,610	422,610	-	0.00%
Total Non-Operating & Capital		3,968,075	9,128,032	-	0.00%
Total Expenditures		32,084,851	40,963,320	-	0.00%

	Original Budget	Current Budget	Current Actual	% of CY Budget	
6810 - Administration					
Personal Services					
1011	Permanent FT	661,290	661,290	-	0.00%
1013	Temporary Full-Time	10,000	10,000	-	0.00%
1030	OT 1½	35,000	35,000	-	0.00%
2010	Social Security	50,589	50,589	-	0.00%
2020	Retirement	124,455	124,455	-	0.00%
2030	Health Insurance	108,601	108,601	-	0.00%
2031	Retiree Health Ins	4,100	4,100	-	0.00%
2040	Life Insurance	2,202	2,202	-	0.00%
2060	Worker's Comp	13,226	13,226	-	0.00%
Total Personal Services		1,009,462	1,009,462	-	0.00%

Operating					
3010	Materials & Supplies	10,000	10,000	-	0.00%
3018	Computer Supplies	23,260	23,260	-	0.00%
3020	Office Supplies	6,000	6,000	-	0.00%
3030	Printing & Binding	100	100	-	0.00%
3110	Telephone	3,500	3,500	-	0.00%
3120	Postage	700	700	-	0.00%
3130	Advertising	6,500	6,500	-	0.00%
3210	Travel & Training	6,000	6,000	-	0.00%
3250	Dues, Memb & Pubs	16,500	16,500	-	0.00%
3420	Rental-Equipment	1,500	1,500	-	0.00%
3510	Insurance Premiums	7,968	7,968	-	0.00%
3590	Indirect Costs	196,716	196,716	-	0.00%
4110	Professional Svcs	37,000	37,000	-	0.00%
4111	External Legal	12,000	12,000	-	0.00%
4120	Other Contractual Service	42,000	42,000	-	0.00%
Total Operating		369,745	369,745	-	0.00%

Non-Operating & Capital					
9861	Trans-General Fund	95,147	95,147	-	0.00%
9911	T/T-Pob-S2003a Debt Svc (	10,898	10,898	-	0.00%
Total Non-Operating & Capital		106,045	106,045	-	0.00%
Total Expenditures		1,485,252	1,485,252	-	0.00%

Regional Transit System Fund
 Departmental Expenditure Monitoring - Current Year Budget to Actual
 Regional Transit System - 680
 Beginning October 1, 2019

6811 - Marketing, RTS	Original Budget	Current Budget	Current Actual	% of CY Budget
Personal Services				
1011 Permanent FT	45,069	45,069	-	0.00%
1017 Interns	10,000	10,000	-	0.00%
1030 OT 1½	14,000	14,000	-	0.00%
2010 Social Security	3,380	3,380	-	0.00%
2020 Retirement	8,316	8,316	-	0.00%
2030 Health Insurance	6,959	6,959	-	0.00%
2031 Retiree Health Ins	274	274	-	0.00%
2040 Life Insurance	157	157	-	0.00%
2060 Worker's Comp	884	884	-	0.00%
Total Personal Services	89,040	89,040	-	0.00%
Operating				
3010 Materials & Supplies	16,000	16,000	-	0.00%
3020 Office Supplies	2,000	2,000	-	0.00%
3030 Printing & Binding	40,300	40,300	-	0.00%
3110 Telephone	500	500	-	0.00%
3120 Postage	300	300	-	0.00%
3130 Advertising	7,000	7,000	-	0.00%
3210 Travel & Training	4,500	4,500	-	0.00%
3250 Dues, Memb & Pubs	250	250	-	0.00%
3510 Insurance Premiums	6,635	6,635	-	0.00%
3590 Indirect Costs	29,729	29,729	-	0.00%
4110 Professional Svcs	12,000	12,000	-	0.00%
4120 Other Contractual Service	50,000	50,000	-	0.00%
Total Operating	169,213	169,213	-	0.00%
Non-Operating & Capital				
9911 T/T-Pob-S2003a Debt Svc (	4,694	4,694	-	0.00%
Total Non-Operating & Capital	4,694	4,694	-	0.00%
Total Expenditures	262,947	262,947	-	0.00%

Regional Transit System Fund
 Departmental Expenditure Monitoring - Current Year Budget to Actual
 Regional Transit System - 680
 Beginning October 1, 2019

6817 - Planning, RTS	Original Budget	Current Budget	Current Actual	% of CY Budget
Personal Services				
1011 Permanent FT	247,808	247,808	-	0.00%
1017 Interns	20,000	20,000	-	0.00%
1030 OT 1½	5,000	5,000	-	0.00%
2010 Social Security	18,957	18,957	-	0.00%
2020 Retirement	46,637	46,637	-	0.00%
2030 Health Insurance	41,126	41,126	-	0.00%
2031 Retiree Health Ins	1,536	1,536	-	0.00%
2040 Life Insurance	629	629	-	0.00%
2060 Worker's Comp	4,956	4,956	-	0.00%
Total Personal Services	386,650	386,650	-	0.00%
Operating				
3010 Materials & Supplies	4,000	4,000	-	0.00%
3020 Office Supplies	3,000	3,000	-	0.00%
3030 Printing & Binding	200	200	-	0.00%
3110 Telephone	1,000	1,000	-	0.00%
3120 Postage	500	500	-	0.00%
3130 Advertising	3,000	3,000	-	0.00%
3210 Travel & Training	4,000	4,000	-	0.00%
3250 Dues, Memb & Pubs	500	500	-	0.00%
3590 Indirect Costs	43,715	43,715	-	0.00%
4120 Other Contractual Service	30,000	30,000	-	0.00%
Total Operating	89,915	89,915	-	0.00%
Non-Operating & Capital				
9911 T/T-Pob-S2003a Debt Svc (	7,044	7,044	-	0.00%
Total Non-Operating & Capital	7,044	7,044	-	0.00%
Total Expenditures	483,609	483,609	-	0.00%

Regional Transit System Fund
 Departmental Expenditure Monitoring - Current Year Budget to Actual
 Regional Transit System - 680
 Beginning October 1, 2019

6820 - Maintenance, RTS	Original Budget	Current Budget	Current Actual	% of CY Budget
Personal Services				
1011 Permanent FT	2,112,457	2,112,457	-	0.00%
1030 OT 1½	200,000	200,000	-	0.00%
1130 Special Assignment	10,000	10,000	-	0.00%
2010 Social Security	158,434	158,434	-	0.00%
2020 Retirement	389,769	389,769	-	0.00%
2030 Health Insurance	388,775	388,775	-	0.00%
2031 Retiree Health Ins	12,840	12,840	-	0.00%
2040 Life Insurance	7,865	7,865	-	0.00%
2060 Worker's Comp	41,421	41,421	-	0.00%
2140 Tool Allowance	15,000	15,000	-	0.00%
Total Personal Services	3,336,562	3,336,562	-	0.00%
Operating				
3009 Non-Capital Equip	1,000	1,000	-	0.00%
3010 Materials & Supplies	127,000	127,000	-	0.00%
3020 Office Supplies	1,000	1,000	-	0.00%
3590 Indirect Costs	352,325	352,325	-	0.00%
4110 Professional Svcs	15,000	15,000	-	0.00%
4120 Other Contractual Service	374,378	374,378	-	0.00%
4190 Tires and Tubes	25,000	25,000	-	0.00%
4200 Parts-Motor Equipment	15,000	15,000	-	0.00%
4205 Outside Labor	70,000	70,000	-	0.00%
4206 Collision Expense	15,000	15,000	-	0.00%
4280 Maint - Bldg/Grounds	140,000	140,000	-	0.00%
4300 Inventory Purchases	1,422,500	1,422,500	-	0.00%
Total Operating	2,558,203	2,558,203	-	0.00%
Non-Operating & Capital				
9911 T/T-Pob-S2003a Debt Svc (	93,959	93,959	-	0.00%
Total Non-Operating & Capital	93,959	93,959	-	0.00%
Total Expenditures	5,988,723	5,988,723	-	0.00%

Regional Transit System Fund
 Departmental Expenditure Monitoring - Current Year Budget to Actual
 Regional Transit System - 680
 Beginning October 1, 2019

6830 - Operations, RTS	Original Budget	Current Budget	Current Actual	% of CY Budget
Personal Services				
1011 Permanent FT	7,754,246	7,754,246	-	0.00%
1030 OT 1½	700,000	700,000	-	0.00%
1130 Special Assignment	26,000	26,000	-	0.00%
2010 Social Security	581,568	581,568	-	0.00%
2020 Retirement	1,430,735	1,430,735	-	0.00%
2030 Health Insurance	1,586,129	1,586,129	-	0.00%
2031 Retiree Health Ins	47,134	47,134	-	0.00%
2040 Life Insurance	36,651	36,651	-	0.00%
2060 Worker's Comp	152,044	152,044	-	0.00%
Total Personal Services	12,314,507	12,314,507	-	0.00%
Operating				
3010 Materials & Supplies	15,200	15,200	-	0.00%
3020 Office Supplies	12,000	12,000	-	0.00%
3030 Printing & Binding	10,000	10,000	-	0.00%
3040 Uniform Purchase Price	50,000	50,000	-	0.00%
3110 Telephone	10,000	10,000	-	0.00%
3115 T.R.S. Access Charge	127,450	127,450	-	0.00%
3120 Postage	300	300	-	0.00%
3140 Utilities - Elect, Sewer, Wat	316,793	316,793	-	0.00%
3150 Gas, Oil & Grease	140,510	140,510	-	0.00%
3152 Diesel Fuel	2,339,314	2,339,314	-	0.00%
3199 Mass Transit Fuel Tax	273,522	273,522	-	0.00%
3210 Travel & Training	8,800	8,800	-	0.00%
3230 Safety Awards	6,000	6,000	-	0.00%
3250 Dues, Memb & Pubs	300	300	-	0.00%
3510 Insurance Premiums	939,792	939,792	-	0.00%
3590 Indirect Costs	1,417,246	1,417,246	-	0.00%
4110 Professional Svcs	15,000	15,000	-	0.00%
4120 Other Contractual Service	350,000	350,000	-	0.00%
Total Operating	6,032,226	6,032,226	-	0.00%
Non-Operating & Capital				
9911 T/T-Pob-S2003a Debt Svc (	303,668	303,668	-	0.00%
Total Non-Operating & Capital	303,668	303,668	-	0.00%
Total Expenditures	18,650,401	18,650,401	-	0.00%

Regional Transit System Fund
 Departmental Expenditure Monitoring - Current Year Budget to Actual
 Regional Transit System - 680
 Beginning October 1, 2019

	Original Budget	Current Budget	Current Actual	% of CY Budget
6833 - Gator Aider				
Personal Services				
1030 OT 1½	87,630	87,630	-	0.00%
Total Personal Services	87,630	87,630	-	0.00%
Operating				
3010 Materials & Supplies	500	500	-	0.00%
3020 Office Supplies	600	600	-	0.00%
3040 Uniform Purchase Price	6,000	6,000	-	0.00%
3130 Advertising	3,000	3,000	-	0.00%
3265 Meals/Food	100	100	-	0.00%
4120 Other Contractual Service	13,000	13,000	-	0.00%
Total Operating	23,200	23,200	-	0.00%
Total Expenditures	110,830	110,830	-	0.00%

	Original Budget	Current Budget	Current Actual	% of CY Budget
6840 - ADA Transportation				
Personal Services				
1011 Permanent FT	58,057	58,057	-	0.00%
1030 OT 1½	1,600	1,600	-	0.00%
2010 Social Security	4,354	4,354	-	0.00%
2020 Retirement	10,712	10,712	-	0.00%
2031 Retiree Health Ins	353	353	-	0.00%
2040 Life Insurance	157	157	-	0.00%
2060 Worker's Comp	1,138	1,138	-	0.00%
Total Personal Services	76,372	76,372	-	0.00%
Operating				
3010 Materials & Supplies	500	500	-	0.00%
3020 Office Supplies	500	500	-	0.00%
3030 Printing & Binding	1,400	1,400	-	0.00%
3110 Telephone	500	500	-	0.00%
3120 Postage	500	500	-	0.00%
3130 Advertising	1,000	1,000	-	0.00%
3210 Travel & Training	3,000	3,000	-	0.00%
3250 Dues, Memb & Pubs	700	700	-	0.00%
3510 Insurance Premiums	2,784	2,784	-	0.00%
3590 Indirect Costs	7,868	7,868	-	0.00%
4120 Other Contractual Service	1,555,300	1,555,300	-	0.00%
Total Operating	1,574,052	1,574,052	-	0.00%
Non-Operating & Capital				
9911 T/T-Pob-S2003a Debt Svc (	2,347	2,347	-	0.00%
Total Non-Operating & Capital	2,347	2,347	-	0.00%
Total Expenditures	1,652,771	1,652,771	-	0.00%

Regional Transit System Fund
 Departmental Expenditure Monitoring - Current Year Budget to Actual
 Regional Transit System - 680
 Beginning October 1, 2019

	Original Budget	Current Budget	Current Actual	% of CY Budget
6899 - Depreciation				
Non-Operating & Capital				
9030 Depreciation Expense	3,450,318	3,450,318	-	0.00%
Total Non-Operating & Capital	3,450,318	3,450,318	-	0.00%
Total Expenditures	3,450,318	3,450,318	-	0.00%

GRANTS	Original Budget	Current Budget	Current Actual	% of CY Budget
Personal Services				
1011 Permanent FT	-	2,652,059	-	0.00%
2010 Social Security	-	955	-	0.00%
2020 Retirement	-	1,789	-	0.00%
2030 Health Insurance	-	6,043	-	0.00%
2031 Retiree Health Ins	-	7	-	0.00%
2060 Worker's Comp	-	159	-	0.00%
Total Personal Services	-	2,661,011	-	0.00%
Operating				
4120 Other Contractual Service	-	927,501	-	0.00%
Total Operating	-	1,057,501	-	0.00%
Non-Operating & Capital				
6021 Bus Shelters	-	225,000	-	0.00%
6040 Machinery & Equip	-	2,694,456	-	0.00%
6050 Vehicles	-	2,240,500	-	0.00%
Total Non-Operating & Capital	-	4,934,957	-	0.00%
Total Expenditures	-	8,653,469	-	0.00%



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

August 17, 2020

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

JOINT RECOMMENDATION

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

BACKGROUND

Each year, the Public Involvement Plan is reviewed, and revised if necessary, in order to ensure that the planning program provides for a proactive public involvement process. The draft Public Involvement Plan this year includes substantive revisions related to the impacts on normal business operations, public meetings and public notifications caused by the COVID-19 Public Health Emergency, including:

- New Chapter VI - In Case of Emergency - Public Involvement Continuity of Operations:
 - Public Involvement/Access - Staffing and Regular Business Meetings/Public Hearings;
 - Public Involvement/Access - Public Workshops and Charrettes; and
 - Public Notice:
 - Accessible Public Building Venues;
 - Inaccessible Public Building Venues; and
 - Virtual Staffing and Meeting Platforms;
- Edits to other chapters for consistency with new Chapter VI; and
- Edits to Appendix E Public Involvement Matrix.

Exhibit 1 is a copy of the advertisement that was published in The Gainesville Sun and Gainesville Guardian on July 9, 2020 and in The Independent Florida Alligator on July 6, 2020. These advertisements address federal public notice requirements for the Public Involvement Plan. Below is the link to the draft Public Involvement Plan (Exhibit 2).

<http://ncfrpc.org/mtpo/publications/PIP/2020/PIPLAN20dft.pdf>

A printed copy of the draft Public Involvement Plan for each voting member will be delivered to the Alachua County Administration Building and the Gainesville City Hall.


Attachments

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August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Year 2045 Long-Range Transportation Plan - Public Participation Plan Amendment - COVID-19 Pandemic Addendum - Public Participation Continuity of Operations

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve the Public Participation Plan Amendment - COVID-19 Pandemic Addendum - Public Participation Continuity of Operations.

BACKGROUND

At its December 16, 2019 meeting, the Metropolitan Transportation Planning Organization approved its Year 2045 Long-Range Transportation Plan - Public Participation Plan. This plan addressed federal regulations for public participation for the long-range transportation plan update. This plan was consistent with the overall public outreach strategies of the Metropolitan Transportation Planning Organization Public Involvement Plan at that time.

The COVID-19 Public Health Emergency significantly impacted normal business operations and public meeting notifications and gatherings. The Metropolitan Transportation Planning Organization approved resolutions to facilitate its business operations and public meetings during the COVID-19 Public Health Emergency on April 20, 2020.

The COVID-19 Pandemic Addendum - Public Participation Continuity of Operations describes public participation mitigation activities and strategies implemented for the long-range transportation planning process in response to the severity of the impacts to normal public participation activities. The Addendum is consistent with revisions to the Metropolitan Transportation Planning Organization Public Involvement Plan.

Exhibit 1 is a copy of the advertisement that was published in The Gainesville Sun and Gainesville Guardian on July 9, 2020 and in The Independent Florida Alligator on July 6, 2020. These advertisements address federal public notice requirements for the Public Participation Plan. Exhibit 2 is a copy of the proposed Public Participation Plan, as amended.

The draft Public Participation Plan, as amended, is available at the following link.

http://ncfrpc.org/mtpo/publications/LRTP2045/2045GainesvilleLRTP-UrbanizedArea_PI_Plan-AUG2020df.pdf

A printed copy of the draft Year 2045 Long-Range Transportation Plan - Public Participation Plan Amendment- COVID-19 Pandemic Addendum - Public Participation Continuity of Operations for each voting member will be delivered to the Alachua County Administration Building and the Gainesville City Hall.


Attachments

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August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Alachua Countywide Bicycle-Pedestrian Master Plan -
Request for Qualifications and Scope of Services

JOINT ALACHUA COUNTYWIDE BICYCLE-PEDESTRIAN MASTER PLAN STEERING
COMMITTEE AND STAFF RECOMMENDATION

Recommend approval of the Scope of Services.

ADDITIONAL STAFF RECOMMENDATION

Recommend approval of the Request for Qualifications and authorize staff to advertise the solicitation of statements of qualifications.

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. Subsequently, the Metropolitan Transportation Planning Organization referred 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 discussed development of the Alachua Countywide Bicycle-Pedestrian Master Plan and 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;*
 - *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.*

The Alachua Countywide Bicycle-Pedestrian Master Plan Project Steering Committee conducted several virtual meetings to develop the draft scope-of-work. At its August 14, 2020 meeting, the Steering Committee recommended that the Metropolitan Transportation Planning Organization approve the draft scope-of-work. Concurrently, Metropolitan Transportation Planning Organization staff prepared a draft request for qualifications. Below is the link to the draft request for qualifications that includes the draft scope-of-work:

http://ncfrpc.org/mtpo/FullPackets/Bike_Ped/RFP_bike-ped_dft_w_xA_xB_aug24.pdf

The Alachua Countywide Bicycle-Pedestrian Master Plan will include a prioritized list of bicycle and pedestrian projects within the Gainesville Metropolitan Area. This list will be used to identify project priorities for the Year 2045 Long-Range Transportation Plan “box-fund” projects.

The Alachua Countywide Bicycle-Pedestrian Master Plan will also include a prioritized list of bicycle and pedestrian projects within unincorporated Alachua County outside the Gainesville Metropolitan Area. This list will be used by Alachua County to implement bicycle and pedestrian project priorities.

Attachment

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August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Alachua Countywide Bicycle-Pedestrian Master Plan - Interlocal Agreement

STAFF RECOMMENDATION

Authorize the Metropolitan Transportation Planning Organization Chair to execute an interlocal agreement, subject to review as to legal form and sufficiency by the Metropolitan Transportation Planning Organization Attorney, with the Board of County Commissioners of Alachua County, Florida, the City of Gainesville City Commission and the University of Florida for the preparation of the Alachua Countywide Bicycle-Pedestrian Master Plan.

BACKGROUND

The Metropolitan Transportation Planning Organization authorized the preparation of the Alachua Countywide Bicycle-Pedestrian Master Plan. Alachua County has agreed to provide \$40,000, the City of Gainesville has agreed to provide \$40,000 and the University of Florida has agreed to provide \$20,000 to fund the preparation of the Plan. An interlocal among the four above listed parties has been prepared describing the preparation of and funding for the Plan. Exhibit 1 is a copy of the interlocal agreement.

Attachment

INTERLOCAL AGREEMENT CONCERNING THE
PREPARATION AND FUNDING OF THE
ALACHUA COUNTYWIDE BICYCLE-PEDESTRIAN MASTER PLAN

THIS AGREEMENT, made and entered into this _____ day of _____ 2020, pursuant to the authority of Section 163.01, Florida Statutes, by and between the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereinafter referred to as the Metropolitan Transportation Planning Organization; the Board of County Commissioners of Alachua County, Florida; the City of Gainesville City Commission and the University of Florida.

WITNESSETH:

WHEREAS, the parties hereto desire to make the most efficient use of their powers to cooperate for mutual advantages to provide services in an effort to enhance bicycle and pedestrian facilities, connectivity and safety; and

WHEREAS, Section 163.01(4) of the Florida Statutes provides “a public agency of the State of Florida may exercise jointly with another public agency of the State, or of the United States Government any power, privilege or authority which such agencies share in common and which each might exercise separately.”

NOW, THEREFORE, AND IN CONSIDERATION of the mutual promises, covenants, benefits to accrue and agreements herein contained and set forth, the parties signatory hereto do hereby agree to jointly fund and cooperate in the preparation of the Alachua Countywide Bicycle-Pedestrian Master Plan and do further agree, as follows:

1. Purpose: The purpose of this Agreement is:
 - a. To establish the scope of the Alachua Countywide Bicycle-Pedestrian Master Plan;
 - b. To establish the funding responsibilities of the parties to this Agreement concerning the preparation of the Alachua Countywide Bicycle-Pedestrian Master Plan; and
 - c. To establish cooperation by the parties to this Agreement concerning the preparation of the Alachua Countywide Bicycle-Pedestrian Master Plan.

2. Effective Date, Duration, Amendments, and Withdrawal:
 - a. This agreement shall be effective upon execution of all of the parties to this Agreement, and shall continue thereafter until the completion of and acceptance by the Metropolitan Transportation Planning Organization of the Alachua Countywide Bicycle-Pedestrian Master Plan.
 - b. Amendments to this Agreement shall be made effective by an affirmative vote of all of the parties to this Agreement.
 - c. Any party to this Agreement may withdraw from this Agreement by providing thirty (30) calendar days written notice to the other parties to this Agreement.

3. Scope:

a. The purpose of the Alachua Countywide Bicycle-Pedestrian Master Plan is to develop:

- A prioritized list and mapping of bicycle and pedestrian projects in the Gainesville Metropolitan Area; and
- A prioritized list and mapping of bicycle and pedestrian projects outside the Gainesville Metropolitan Area that provide connectivity to outlying municipalities, settlements and regional trail connections within Alachua County to be utilized to implement the Alachua County Comprehensive Plan.

b. The tasks and data requirements to identify and develop the prioritized project lists will include:

- Facilitate and document public involvement;
- Review data of existing bicycle and pedestrian infrastructure and update as needed;
- Review data of existing bicycle and pedestrian infrastructure gap analyses and update as needed;
- Review bicycle and pedestrian crash data;
- Analyze bicycle and pedestrian networks;
- Develop a facility needs assessment;
- Develop a bicycle and pedestrian modifications needs list, cost estimates and mapping; and
- Develop prioritized bicycle and pedestrian project lists, cost estimates and mapping.

4. Finances:

a. The Alachua County Board of County Commissioners of Alachua County, Florida, the City of Gainesville City Commission and the University of Florida hereby mutually agree to fund the preparation of the Alachua Countywide Bicycle-Pedestrian Master Plan in the amounts specified, as follows:

Alachua County	\$ 40,000
City of Gainesville	\$ 40,000
University of Florida	<u>\$ 20,000</u>
Total	\$100,000

5. Preparation:

a. The Metropolitan Transportation Planning Organization will engage of transportation planning consultant to prepare the Alachua Countywide Bicycle-Pedestrian Master Plan.

b. The Metropolitan Transportation Planning Organization will serve as the Project Manager for the preparation of the Alachua Countywide Bicycle-Pedestrian Master Plan.

6. Coordination:

a. Alachua County, the City of Gainesville and the University of Florida hereby agree to cooperate with the Metropolitan Transportation Planning Organization and its transportation planning consultant in the preparation of the Alachua Countywide Bicycle-Pedestrian Master Plan.

b. Alachua County, the City of Gainesville and the University of Florida agree to make available to the Metropolitan Transportation Planning Organization and its transportation planning consultant datasets and maps of bicycle and pedestrian facilities compiled and maintained by Alachua County, the City of Gainesville and the University of Florida.

IN WITNESS WHEREOF, the parties have caused this Interlocal Agreement to be executed and their signatures to be affixed on the day and year first above written.

ATTEST:

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

Adrian Hayes-Santos, Secretary-Treasurer

BY: _____
David Arreola, Chair

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF ALACHUA COUNTY, FLORIDA

J.K. "Jess" Irby, Clerk of the Court

BY: _____
Robert Hutchinson, Chair

ATTEST:

CITY COMMISSION OF THE
CITY OF GAINESVILLE

Omichele Gainey, Clerk of the Commission

BY: _____
Lauren Poe, Mayor

ATTEST:

UNIVERSITY OF FLORIDA

BY: _____
Curtis Reynolds, Vice-President for Business Affairs

APPROVED AS TO FORM


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

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August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Completion of the Metropolitan Transportation Planning Certification Process

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

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

A joint review meeting with the Florida Department of Transportation was held on March 10, 2020. As a result of this meeting and documentation submitted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation has recertified the metropolitan transportation planning process and has not identified any recommendations or corrective actions.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

May 27, 2020

Mark E. Reichert, Administrator for Metropolitan Planning
Florida Department of Transportation
605 Suwannee Street, MS 28
Tallahassee, Florida 32399-0450

RE: 2020 Joint Certification Process
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

In accordance with Chapter 7 of the MPO Program Management Handbook and cited Federal regulations, the Gainesville Transportation Planning Organization (TPO) and the Florida Department of Transportation (FDOT) must jointly certify the metropolitan transportation planning process. The FDOT and Gainesville TPO initiated the process in January 2020 and concluded with approval of the Joint Certification Statement on [insert date]. The FDOT review did not identify any corrective actions.

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

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

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

Mari Schwabacher
Gainesville TPO Liaison
FDOT District Two



CA.11

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August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Trail Town Program Update

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its October 28, 2019 meeting, the Metropolitan Transportation Planning Organization received a presentation on the Trail Town Program from the Florida Department of Environmental Protection Office of Greenways and Trails. Subsequent to the presentation, the Metropolitan Transportation Planning Organization approved a motion to:

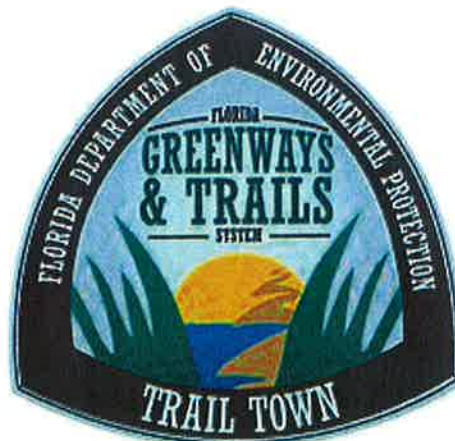
“Refer participation in the Trail Town Program to the Gainesville City Commission and Gainesville City Manager.”

Subsequent to an assessment, the Office of Greenways and Trails has recognized the City of Gainesville as a Trail Town (see Exhibit 1). Trail Towns receive free metal Trail Town signs, stickers and publicity. The 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 Town recognition addresses the Fixing America’s Surface Transportation Act planning factor for promotion of economic development and tourism.

Attachment



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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.



City of Gainesville

Office of the City Manager

City Manager Memorandum No. 200024

To: The Honorable Mayor and City Commissioners

From: Lee R. Feldman, ICMA-CM, City Manager

Date: March 19, 2020

Re: 'Trail Town' Designation for Gainesville

The City of Gainesville will be recognized as a 'Trail Town' by the Florida Department of Environmental Protection Office of Greenways and Trails (OGT). The OGT defines a trail town 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 amenities and unique heritage of the community, benefiting the town economically and socially." Designated trail towns become part of the official State network (<https://floridadep.gov/parks/ogt/content/trail-town-program>) and are promoted in a variety of ways. The City of Gainesville represents the first in central Florida to receive the designation and the first urban area in the State.

City of Gainesville Department of Transportation & Mobility planners, Scott Wright and John Finnerty, coordinated with OGT staff to demonstrate that Gainesville meets the requirements of a successful 'Trail Town'- having adequate trail infrastructure, town participation, amenities, information, and safety in the context of the local trail network. The application for the designation was submitted on December 30, 2019. After reviewing the application, OGT conducted a site visit in Gainesville on February 28, 2020, wherein Scott and John provided a bike tour of the trail network and surrounding amenities. Among the local highlights that were showcased were Depot Park, the Helyx Bridge, the Gainesville-Hawthorne Trail, 6th Street Trail, Waldo Road Trail, bicycle boulevards, and the many neighborhoods, restaurants and businesses in the vicinity of the trail system.

Following the site visit, the OGT Council determined that Gainesville met the criteria for a 'Trail Town' designation. This makes Gainesville the 11th municipality to receive a designation since the Trail Town Program's launch in 2018.

cc: Dan Hoffman, Assistant City Manager
Fred Murry, Assistant City Manager
Deborah Bowie, Assistant City Manager
Malisa McCreedy, Director of Transportation and Mobility Department
Shelby Taylor, Director of Communications and Engagement



August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Florida Transportation Plan Vision Element

STAFF RECOMMENDATION**For Information Only.**BACKGROUND

The Florida Transportation Plan is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida created by, and providing direction to, the Florida Department of Transportation and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional and local partners. The Florida Transportation Plan includes seven goals to guide transportation planning decisions.

The Florida Transportation Plan is important because it not only sets a long-range vision for the future, but it guides transportation decisions today. The seven goals of the Florida Transportation Plan are, as follows:

- **Safety and security for Florida's residents, visitors and businesses;**
- **Agile, resilient and quality infrastructure;**
- **Connected, efficient and reliable mobility for people and freight;**
- **Transportation choices that improves equity and accessibility;**
- **Transportation solutions that strengthen Florida's economy;**
- **Transportation solutions that enhance Florida's communities; and**
- **Transportation systems that enhance Florida's environment.**

Every five years, the Department updates the Florida Transportation Plan. A 34-member Steering Committee focused on improving Florida's transportation future is guiding the Florida Transportation Plan update. Convened by the Department, the Committee represents local, regional, state and federal agencies; all modes of transportation; business and economic development organizations; environmental and community partners; and other organizations involved in planning and managing Florida's transportation system.

The Department recently released the first component of the updated Florida Transportation Plan, the Vision Element. The Florida Transportation Plan Vision Element provides a longer-term view of major trends, uncertainties, opportunities and desired outcomes shaping the future of Florida's transportation system (see the attached Vision Element)

Attachment

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EXHIBIT 1

2045

FLORIDA

Transportation Plan

VISION ELEMENT



INTRODUCTION > OUR TRANSPORTATION FUTURE

In the early days of transportation that involved trains and automobiles to modern land, air, sea, and space travel, Floridians have long valued many forms of innovation in transportation. As we look to the future of transportation in Florida, we imagine new and better ways to move people and goods. Our transportation preferences are spurred by our desires to be connected to our jobs, our friends and family, and the services we need and our desires for safe, convenient, and affordable choices to do so.

Dramatic leaps in connectivity, rapidly changing technologies, an explosion of data, and new risks and disruptions set the stage for transformations in transportation. Regardless of how we make the journey from now to our future, we are steadfast in our vision for a safe, secure, agile, resilient, quality, connected, efficient, and reliable transportation system that provides affordable and convenient choices – and in our vision that transportation will strengthen our economy and enhance our communities and environment.

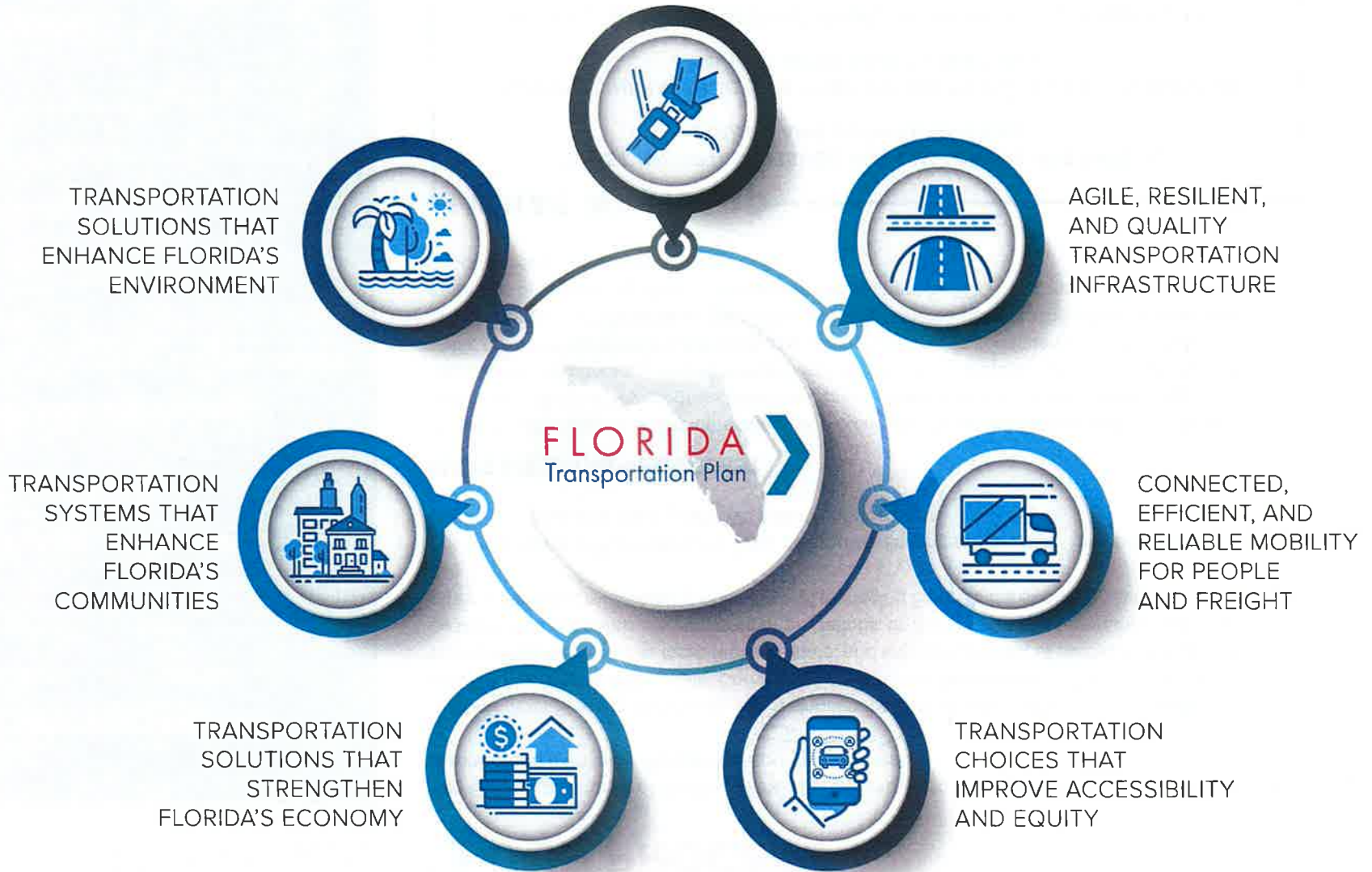
This vision is the backdrop for the update of the Florida Transportation Plan (FTP), the single overarching plan guiding Florida's transportation future. Updated every five years, the FTP has evolved over the past few decades to address changing societal values and preferences, new technologies and innovations, and shifts in demand, resources, and risks.



INTRODUCTION > OUR TRANSPORTATION FUTURE

Through this FTP update, we are embracing a vision of how our transportation system meets the needs of our residents, visitors, and businesses. This vision is focused on **seven goals for Florida's transportation future**.

SAFETY AND SECURITY FOR
RESIDENTS, VISITORS, AND BUSINESSES



WHAT MATTERS MOST? > OUR PROCESS

WHAT MATTERS MOST?

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OUR VISION

Florida's
Transportation Future 14

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The FTP is a plan for all of Florida, created by, and providing direction to, all organizations involved in planning and managing Florida's transportation system.

A 34-member Steering Committee with a singular focus on improving Florida's transportation future is guiding the FTP update. Convened by the Florida Department of Transportation (FDOT), this committee represents local, regional, state, and federal agencies; all modes of transportation; business and economic development organizations; environmental and community partners; and other organizations involved in planning and managing Florida's transportation system.

The most recent FTP, published in 2015, defined seven long-range goals. The update of the FTP began with revisiting these goals. We asked four questions.

HAVE WE MADE PROGRESS?

We reviewed progress on implementation of the current FTP, as well as changes in performance measures and other key progress indicators. Florida made progress in many areas since 2015, particularly in expanding innovation and modal options in many parts of the state. However, highway traffic delay has continued to increase, suggesting the need to continue to enhance mobility. Of greater concern, an increase in the number of traffic fatalities points to the need for even greater emphasis on improving safety. Transportation investment by FDOT and many partners has increased, but our needs have grown as well.

WHAT WE HEARD

"MOST IMPORTANT ISSUES FOR CUSTOMERS ARE SAFETY, EQUITY, AND USER EXPERIENCE"

"INVEST IN INFRASTRUCTURE THAT PROTECTS OUR ENVIRONMENT AND PROVIDES MORE SAFETY FEATURES"

"OUR FUTURE REQUIRES INCREASED MOBILITY AND ACCESSIBILITY"

"FLORIDA'S WORKFORCE WILL NEED TO DEVELOP NEW SKILLS AS TRANSPORTATION JOBS CHANGE"

"INCREASING FUEL EFFICIENCY AND THE SHIFT TOWARD ELECTRIC VEHICLES ARE PUSHING FLORIDA TOWARD FINDING ALTERNATIVE FUNDING SOLUTIONS"

Samples of public responses to FTP online survey, 2019-2020.

WHAT MATTERS MOST? > OUR PROCESS

WHAT WILL THE FUTURE LOOK LIKE?

We reviewed trends, uncertainties, and potential disruptors shaping the future of Florida over the next few decades. Florida by 2045 is likely to be more populous, more diverse, and more globally integrated. Innovation and technology are likely to reshape nearly every aspect of how we live, learn, work, and do business, including how we pay for transportation. These changes will occur as we face a growing range of risks, from extreme weather to cybersecurity to potential changes in future transportation revenues and costs. All these trends will impact the way people and freight move.

WHAT DO OUR PARTNERS SAY?

We gathered input from statewide, regional, and local partners through Steering Committee and subcommittee meetings, a statewide visioning session, and more than 100 presentations, meetings, webinars, and partner briefings. We also reviewed more than 75 plans developed by FDOT, other state agencies, metropolitan planning organizations, and other partners to identify challenges and opportunities facing Florida's transportation future.

WHAT DO OUR CUSTOMERS SAY?

Finally, we engaged more than 6,600 participants in a nearly year-long conversation about Florida's transportation future. This included more than 4,850 participants in the visioning session, partner briefings, and other events. We received more than 1,750 responses from four online surveys covering transportation trends, issues, opportunities, and, most significantly, the values and preferences of Floridians. In addition, we used several channels across multiple social media platforms (Twitter, Facebook, and Instagram) which resulted in nearly 27,000 impressions.



LONG-RANGE
VISIONING SESSION
225 ATTENDEES



STEERING COMMITTEE
34 MEMBERS
4 MEETINGS
1 WEBINAR



THREE SUBCOMMITTEES
12 MEETINGS
516 ATTENDEES



SOCIAL MEDIA
OUTREACH
27,000 IMPRESSIONS



PARTNER BRIEFINGS
**102 BRIEFINGS WITH MORE
THAN 4,150 ATTENDEES**



FDOT, PARTNER, &
OTHER STATE PLANS
**MORE THAN 75
PLANS REVIEWED**



SURVEYS
**4 ACTIVE SURVEYS
WITH MORE THAN
1,750 RESPONSES**

*Note: Information current as of 4/08/20
Some individuals participated in more than one event*

WHAT MATTERS MOST? > OUR GOALS

The FTP Vision Element reaffirms the goals of the previous FTP, with refinements to reflect changing emphases of partners and customers statewide:



SAFETY AND SECURITY FOR FLORIDA'S RESIDENTS, VISITORS, AND BUSINESSES

Florida will put every effort toward achieving **zero fatalities** and serious injuries related to our transportation system. This will be a primary emphasis of all modes of transportation, from driving to bicycling and walking. While the large number of roadway fatalities remains our highest priority, the FTP increasingly emphasizes safety, security, and reduction of risks across all modes.



AGILE, RESILIENT, AND QUALITY INFRASTRUCTURE

Florida's emphasis continues to expand from maintaining existing infrastructure to providing **agile and resilient infrastructure**. Our infrastructure will adapt to changing customer needs, business models, mobility options, technologies, and energy sources. Our infrastructure will be designed to withstand and recover from potential risks such as extreme weather events and climate trends. Our definition of infrastructure also is broader – it's not just concrete and steel, but also the communications backbone, sensors, and other technologies that enable the system to function.



CONNECTED, EFFICIENT, AND RELIABLE MOBILITY FOR PEOPLE AND FREIGHT

Florida will provide **reliable travel times** across all modes of transportation. We will work together to alleviate bottlenecks on highways, at curbs, and in queues at hubs and terminals; manage responses to crashes, special events, and other disruptions so the system returns to normal quickly; get real-time information out to customers so they can adapt travel to avoid unexpected delays; and make regulatory processes as efficient as possible for all customers.

We also will provide **seamless mobility** on end-to-end trips. Both people and freight will be able to move efficiently from origin to destination, with easy transfers between modes, services, and systems. Customer, schedule, and financial information will flow seamlessly between these systems as well. Florida's residents, visitors, and businesses will efficiently travel within and between communities, including multiple options for reliable travel between our regions and between Florida and other states and nations.



TRANSPORTATION CHOICES THAT IMPROVE EQUITY AND ACCESSIBILITY

We've learned that the range of choices is more than just cars, bicycles, and buses. As innovation empowers new options like e-scooters and air taxis, we've learned it is not enough to simply provide more choices. Instead, we need to provide **universal accessibility** to all Floridians; safe, affordable, and convenient ways for everyone to access jobs, education, and health care, regardless of age or ability.

WHAT MATTERS MOST? > OUR GOALS



TRANSPORTATION SOLUTIONS THAT STRENGTHEN FLORIDA'S ECONOMY

Our transportation system will be designed to connect workers to jobs, visitors to attractions, and businesses to suppliers, consumers, and partners. We will provide **connectivity for workforce, visitors, and commerce** at all levels, global to local, to support an increasingly diverse economy. Florida's supply chain needs world-class air, sea, and space gateways with service to global markets; it also needs e-commerce centers and delivery networks able to bring highly precise shipments to individual customers daily. Our workers and visitors also need safe, affordable, and reliable ways to travel to, from, and through Florida.



TRANSPORTATION SOLUTIONS THAT ENHANCE FLORIDA'S COMMUNITIES

Our transportation system will **strengthen diverse communities** across the state, from large cities to small towns and rural areas. Prior plans emphasized the importance of supporting quality places. This vision reminds us that our ultimate measure of success is how well we reflect the values and preferences of the millions of Floridians our system serves each day.



TRANSPORTATION SYSTEMS THAT ENHANCE FLORIDA'S ENVIRONMENT

The sustainability of our environment and natural resources will be at the forefront of our decisions. This means more than just conserving water and energy, reducing emissions, and avoiding and mitigating impacts on conservation lands. It means proactively taking steps to **enhance and restore natural systems**, so they are preserved for future generations.

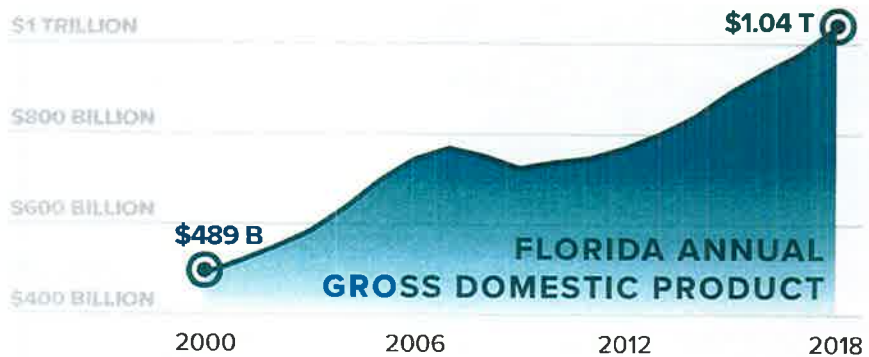
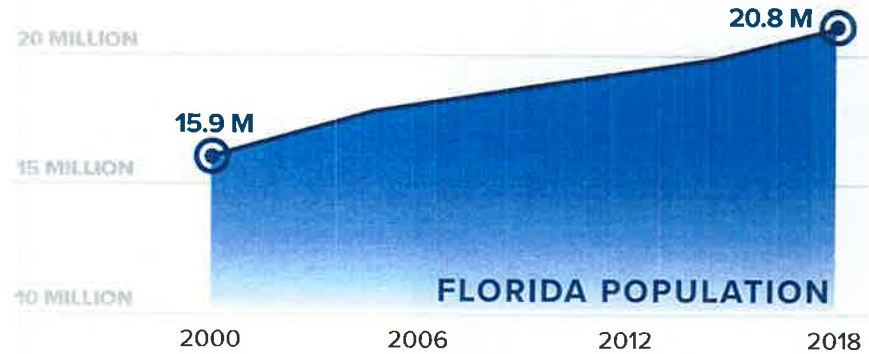
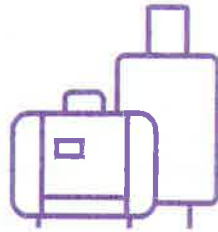
These seven goals are the building blocks of the FTP. They are interrelated and best accomplished as a set. Enhancing safety cannot be fully achieved without reducing congestion and providing safe alternatives to driving, such as transit, bicycling, and walking. Improving our transportation choices begins with ensuring they are safe and reliable. Enhancing our communities makes them more attractive to workers, visitors, and businesses. Making progress toward all goals moves us toward our vision. The transportation system of the future is robust, resilient, and responsive to the needs of a diverse state.



WHERE ARE WE NOW? > OUR PRESENT

Multiple forces are converging to reshape the future of Florida and the transportation needs and preferences of our residents, visitors, and businesses:

- Growth of Florida's population and economy*
- Diversity of Florida's population*
- Development patterns and preferences in both urban and rural areas*
- Global integration of Florida's economy*
- Innovation, technologies, and business practices*
- Risks and uncertainties across many aspects of our society*



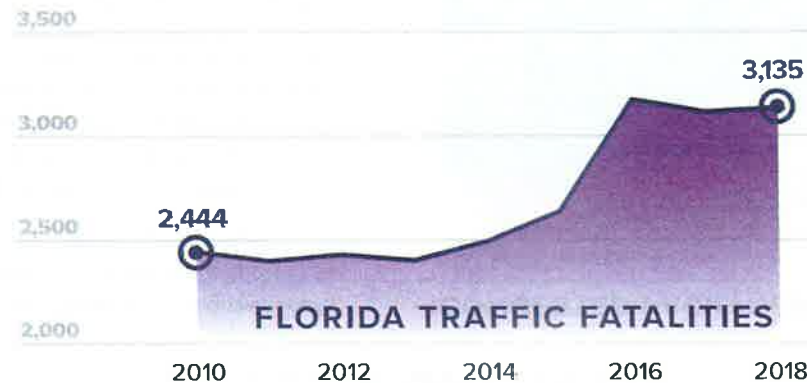
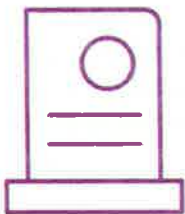
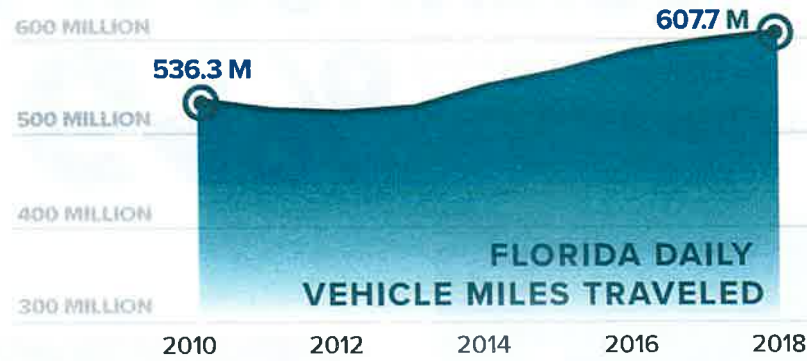
Many of these trends have been occurring for decades and are likely to continue over the next several decades. The disruption we are facing in 2020 related to COVID-19 is unprecedented and reflects the growing risks facing our state in a more globally integrated and diverse economy. Although we must be prepared for these types of external shocks, we also must prepare for the range of possibilities the state may face in 2045 and beyond.

These trends and potential disruptions may reshape how, when, where, and how often we travel. The trends influence how we will work to achieve our vision, but they do not change our vision. Our goals remain consistent across all potential future changes and disruptions we may face.

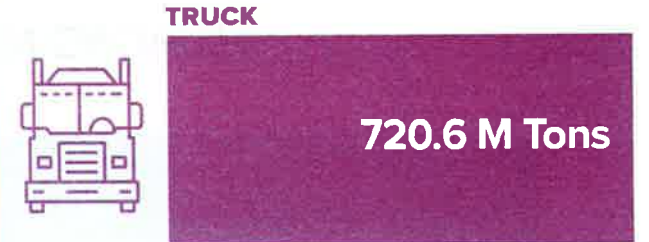
Graphs are based on the best available data.

A full list of sources can be found at [FloridaTransportationPlan.com/VE2020Sources.pdf](https://www.floridatransportationplan.com/VE2020Sources.pdf)

WHERE ARE WE NOW? > OUR PRESENT



FLORIDA FREIGHT VOLUME (2018)



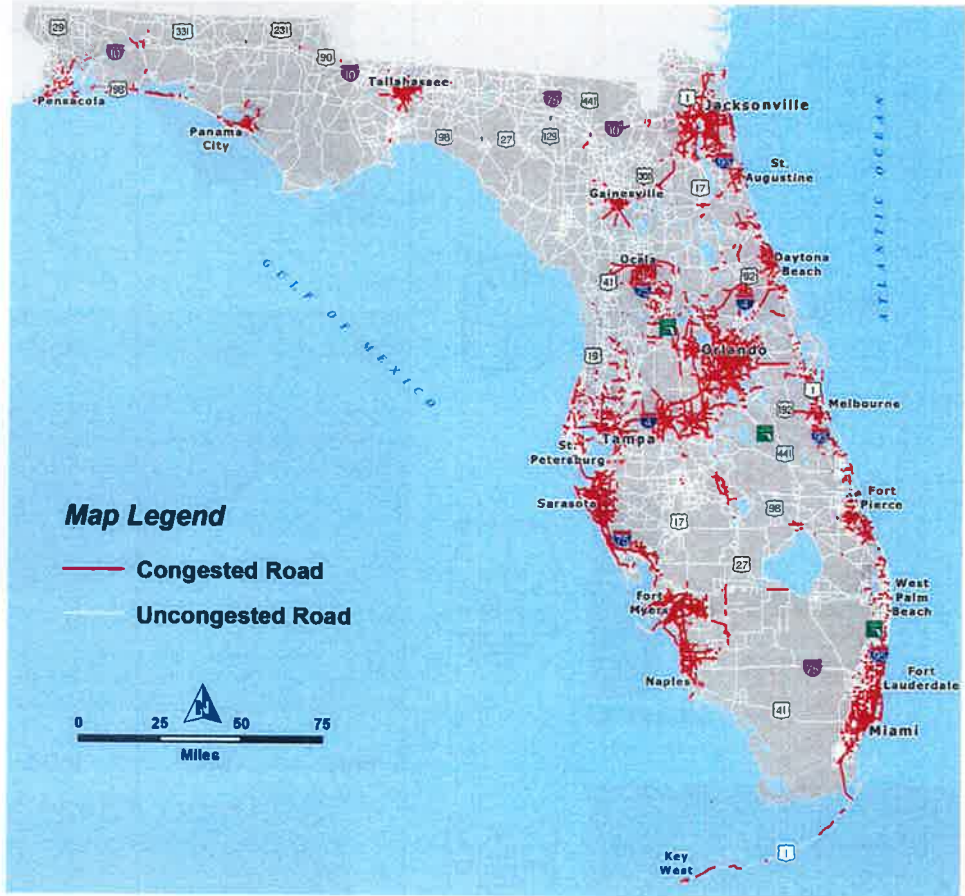
WHERE ARE WE GOING? > GROWTH

Florida's population and economy will continue to grow. That's not news for any of us who live here – but the magnitude of the gain anticipated through 2045 and beyond is impressive.

Prior to COVID-19, Florida's population was projected to increase by 700 residents per day over the next 25 years, roughly equivalent to adding the population of St. Petersburg to the state each year. The highest growth rate is expected in the next several years as the baby boomer generation retires.

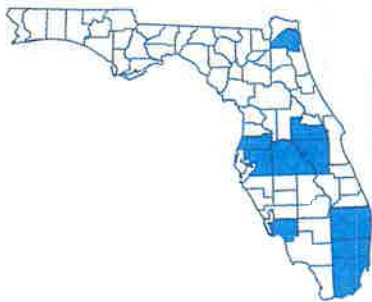
As the number of residents and visitors continues to increase, so too will demand for moving both people and freight. In fact, Florida's vehicle miles traveled is increasing at an even faster rate than our economy or population.

CONGESTED FACILITIES BY 2040 (if pre-2020 trends continue)



IMPLICATIONS

- Potential need for additional capacity of transportation system to support significant growth in demand for moving people and freight.
- Potential for more bottlenecks, more crashes, and more challenges getting people and goods to destinations efficiently.



61% of Florida's **POPULATION GROWTH** between 2018 and 2045 is projected to be concentrated in **10 COUNTIES** [Miami-Dade, Orange, Hillsborough, Broward, Palm Beach, Lee, Duval, Polk, Osceola, & Pasco]

WHERE ARE WE GOING? > DIVERSITY

Florida's population is becoming more diverse as it grows, extending trends from the past few decades. As a state, we continue to get older, although there are some counties where the median age remains low and the number of college and post-college-age residents is high. We also are becoming more ethnically and racially diverse. One of every five Floridians is foreign-born today.

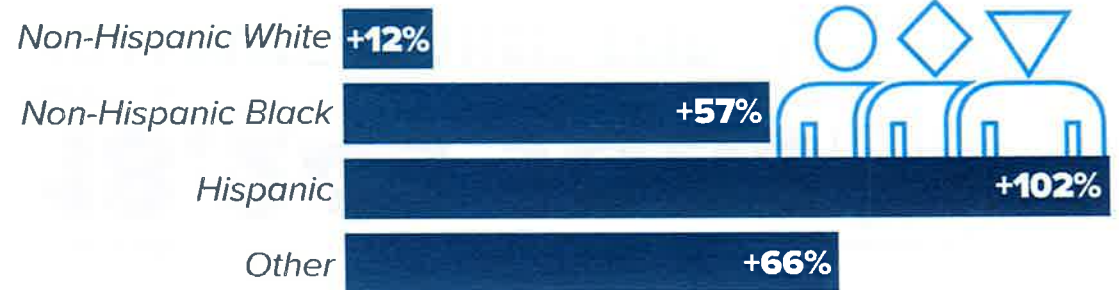
Some of the most significant differences facing Florida relate to our prosperity and quality of life. About 14 percent of our population lives below the poverty line, with many more residents living paycheck to paycheck. Increasing numbers of Floridians face disabilities or chronic health conditions. These groups are often most heavily impacted by economic cycles and fluctuations. In March and April 2020, for example, thousands of Floridians lost their jobs as the state's businesses and economy were disrupted by impacts of COVID-19. Transportation can provide a path to prosperity by connecting people to jobs, education, health care, and other resources.

Florida's
65+
POPULATION
is projected to
GROW
60%
by 2045

Nationally
67% OF AGING
ROAD USERS
are **OUTLIVING THEIR**
ABILITY TO DRIVE
by an average of
7-10
YEARS



INCREASING DIVERSITY IN FLORIDA (PROJECTED 2045 GROWTH BY RACE/ETHNICITY)



13.4%
of Floridians have a
DISABILITY



TRANSPORTATION is the
THIRD HIGHEST
HOUSEHOLD COST
for a family of four
in Florida



IMPLICATIONS

Need for a range of transportation options to support a diverse population, especially an aging population preparing to transition from driving.

Increasing emphasis on affordability, convenience, and personal safety.

Need to accommodate residents with disabilities, limited English proficiency, or limited access to smartphones, broadband, and other technologies.

WHERE ARE WE GOING? > DEVELOPMENT

Florida is home to a diverse mix of urban and rural areas. Recent population growth tends to focus in outlying counties of existing metropolitan areas and along transportation corridors with good access to jobs centers, with 88 percent of Florida's population living in urban areas.

Our largest urban areas – Southeast Florida, Tampa Bay, Orlando, Tampa, and Jacksonville – are continuing to grow, with more emphasis on infill and mixed-used development. These areas often need multimodal transportation solutions to supplement already built-out roadway networks.

A second group of emerging areas – like Fort Myers/Naples, Ocala/The Villages, and Tallahassee – typically developed around major roadways. They traditionally rely on the car to get people to jobs and services and, in some cases, are seeking to expand modal alternatives.

Florida's rural areas range from fast-growing areas on the fringes of existing urban areas to regional jobs centers to economically distressed communities. Transportation could support increased economic activity and better access to jobs.

IMPLICATIONS

Need for flexible solutions to address unique values and needs of each community while supporting statewide goals.

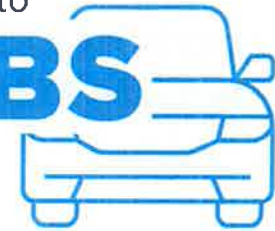
Importance of effective and ongoing coordination of transportation and development decisions.

The average Florida worker has access to

617,632 JOBS

within a

40 MINUTE DRIVE

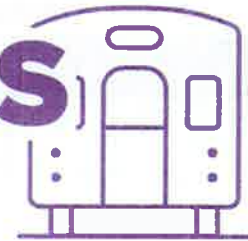


but only

18,249 JOBS

within a

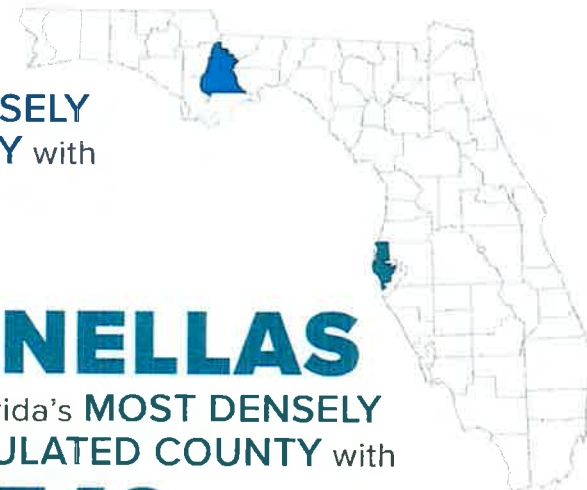
40 MINUTE TRANSIT TRIP



LIBERTY

is Florida's **LEAST DENSELY POPULATED COUNTY** with

11

 PEOPLE PER SQUARE MILE

PINELLAS

is Florida's **MOST DENSELY POPULATED COUNTY** with

3,542

 PEOPLE PER SQUARE MILE

WHERE ARE WE GOING? > INNOVATION

Technology is continually evolving and changing the way people interact with each other, work, do business, and travel. Advancements in technology and communications, combined with emerging business practices, enable same-day delivery of groceries and consumer products and allow more of us than ever to work, learn, and receive health care remotely. Businesses face the challenge of managing ever-more complex and precise supply chains, producing highly customized goods and speeding them to consumers in a breathtakingly short period of time.

Private enterprises are at the forefront of new mobility options and services, ranging from shared vehicles to micromobility, from automated vehicles to alternative fuels. Public/private partnerships are advancing new infrastructure and services, sharing risk and reward.

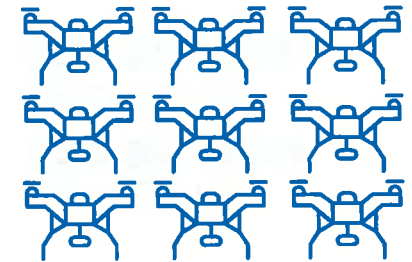
IMPLICATIONS

- Potential for dramatic increases in safety, mobility, and accessibility – including potential for significantly increasing travel demand by making it easier for people to travel.
- Potential for an extended transition period with both existing and emerging technologies using the transportation system.
- Significant transition period needed in regulatory structures, planning processes, workforce skills, and revenue sources as we adapt to new technologies.

E-COMMERCE accounts for **64%** of all U.S. **MANUFACTURING SHIPMENTS**



Nationally, more than **ONE-HALF** OF ALL JOBS COULD BE AUTOMATED TODAY using current technologies



In 2018, **32,000** ELECTRIC VEHICLES were sold in Florida making up **2.41%** of TOTAL VEHICLE SALES

In 2018, there were **84.5 MILLION** total trips taken nationally with SHARED MICROMOBILITY OPTIONS

The cumulative number of **GLOBAL SHARED VEHICLE TRIPS INCREASED TENFOLD** in the last **5 YEARS**



39.5 million pedal bicycle trips



38.5 million e-scooter trips



6.5 million e-bike trips



WHERE ARE WE GOING? > GLOBAL INTEGRATION

Florida's economy has long relied on efficient and reliable connections to national and global markets to bring visitors to the Sunshine State; to sell Florida agriculture, mining, and manufactured goods around the globe; and to allow the state's large military presence to respond to crises around the world.

We expect Florida's economy to become even more globally integrated in the coming decades. Forecasts developed in early 2020 projected the number of visitors to the state could grow 43 percent by 2029; with 16 million international visitors a year, Florida ranks second among the states. With 15 deepwater ports and nine commercial service airports currently offering international service, Florida remains one of the nation's leading gateways for trade to and from Latin America and the Caribbean – and is diversifying its trading partners to include Asian and African markets as well. Florida's medical, financial, legal, and engineering industries increasingly are selling their services worldwide. The Cape Canaveral Spaceport remains the world's most capable gateway to space, particularly in growing commercial markets. All these activities rely on a multimodal transportation system that can efficiently move both people and goods to, from, and through Florida.

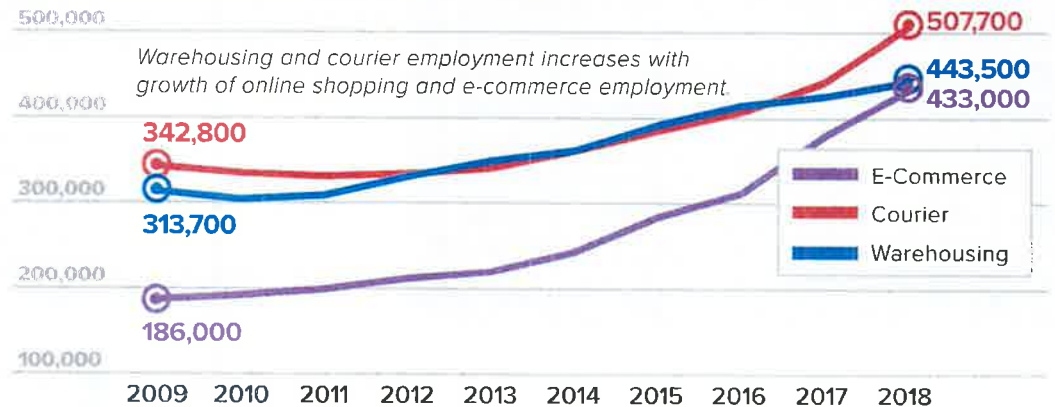
FLORIDA TOTAL VISITORS



FLORIDA'S MERCHANDISE TRADE (2019)
TOTAL MERCHANDISE TRADE
\$154 BILLION

AIRPORTS
\$63 BILLION
SEAPORTS
\$86 BILLION

FLORIDA WAREHOUSE, COURIER, & E-COMMERCE EMPLOYMENT



IMPLICATIONS

- Increasing need for connectivity to global markets for moving people and freight.
- Need to balance statewide and interregional connectivity with unique vision and values of communities along major corridors.
- Increasing exposure to global events and risks related to the free flow of goods and people, such as human trafficking, cybersecurity, and the spread of infectious diseases and invasive species.

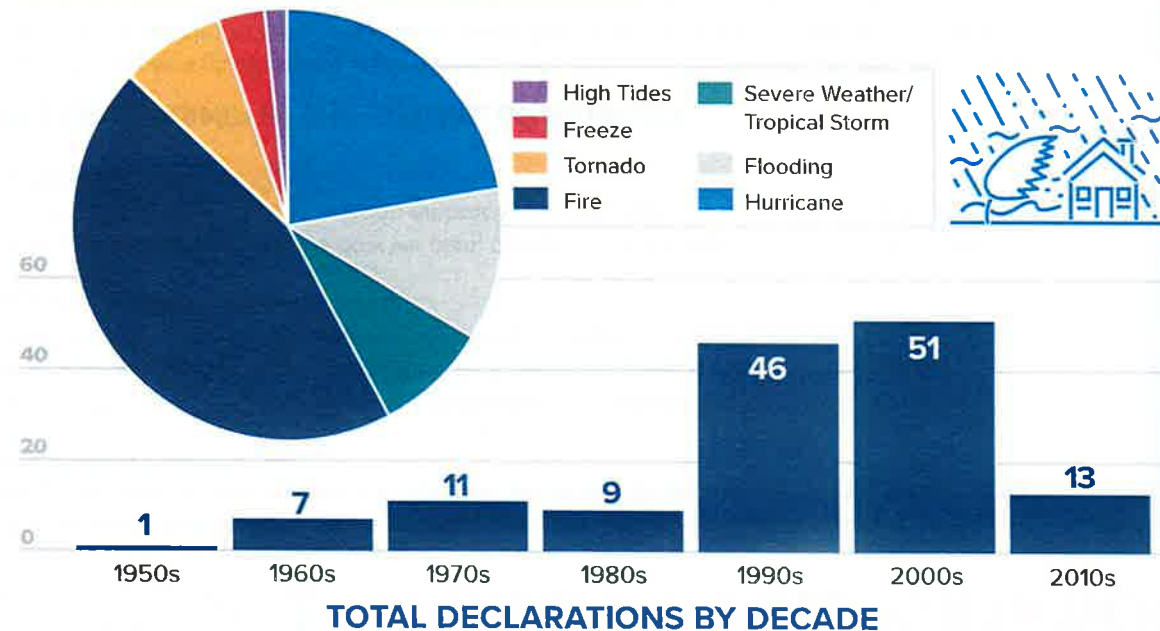
WHERE ARE WE GOING? > RISKS & DISRUPTIONS

Extreme weather, like hurricanes, and the threat of rising sea levels and changing climate are often cited among the greatest risks to Florida's infrastructure and communities. Florida's economy is likely to experience multiple business cycles during the next 25 years and these economic fluctuations will impact the wellbeing of Florida's communities. New and emerging technologies offer the potential for a safer, more efficient transportation system; more connectivity globally and locally; and streamlined business practices. However, increased reliance on technology brings other challenges to the forefront like cybersecurity and data privacy and in a global economy we could be more susceptible to external shocks and events, such as disruptions in global trade. How our transportation system responds to these types of risks and disruptors could determine the future safety and prosperity of Florida's residents, visitors, and businesses. A transportation system that is adaptive in the face of risk and resilient to potential hazards helps the state make wiser investment decisions and ensures more reliable mobility.

IMPLICATIONS

- | Growing importance of effective emergency response and recovery strategies as Florida continues to grow and as development and technologies change.
- | Growing need to redesign and adapt infrastructure to make our communities stronger and more resilient.
- | Determining how and where to invest given uncertainty about the magnitude and likelihood of risks.
- | Need for a more agile way of planning and managing Florida's transportation system.

DISASTER DECLARATIONS IN FLORIDA



HURRICANE STORM SURGE



- Less than 3 feet above ground
- Greater than 3 feet above ground
- Greater than 6 feet above ground
- Greater than 9 feet above ground
- Leveed Area

OUR VISION > FLORIDA'S TRANSPORTATION FUTURE

Our customer needs and preferences are changing. The possibilities enabled by technology are multiplying. The risks and uncertainties we face, from pandemics to economic cycles to climate change, are growing. But our vision is clear.

Our vision for Florida in 2045 is for a robust transportation system to meet the needs of a dynamic state by accomplishing the seven goals of the FTP. If we work toward these goals as a set, our transportation system in 2045 and beyond will have zero fatalities, reliable travel times, seamless mobility, and universal accessibility.

This vision is bold, and it transforms how we plan, design, build, maintain, operate, manage, and fund our transportation system. This vision embraces a more proactive approach to the future of transportation in Florida.

GLOBAL LEADERSHIP IN THE FUTURE OF MOBILITY

We envision Florida as a global leader in the transformation of transportation over the next few decades. From autonomous vehicles to commercial space travel, from urban air mobility to advanced logistics, from big data to artificial intelligence, Florida is positioned to help shape the future of mobility not only in our state, but also around the globe. Maintaining our focus on innovation will help Florida remain an early adopter of new technologies and add value to our economy.

FORWARD-LOOKING PLANNING FOR HOW TRANSPORTATION CONTRIBUTES TO A MORE COMPETITIVE, RESILIENT, AND SUSTAINABLE STATE

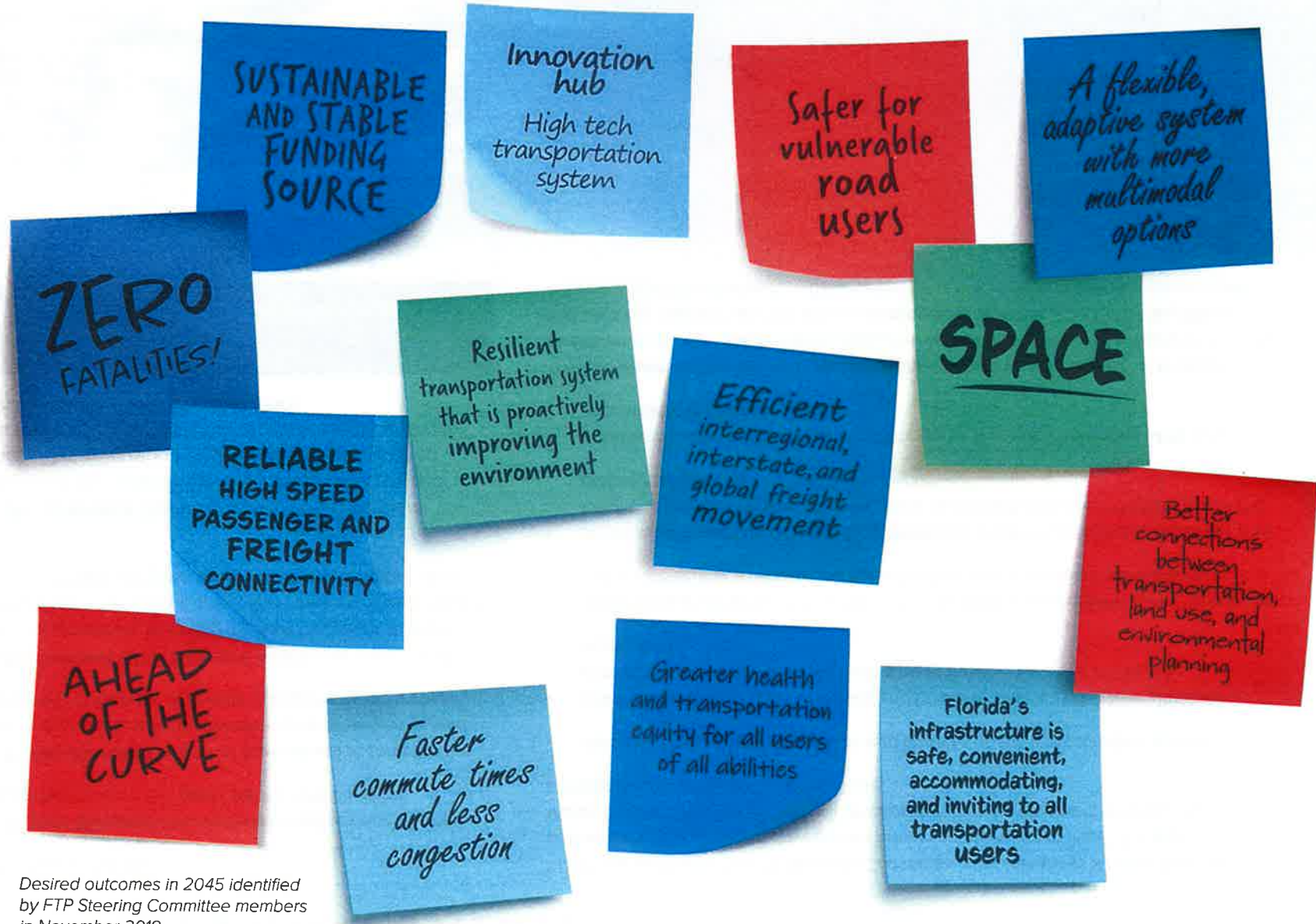
In the past, transportation decisions reacted to economic growth and development, and too often they had unforeseen consequences on our built and natural environment. We envision a future where effective transportation planning, in collaboration with land use, economic, and environmental planning, creates a stronger economy and enhances communities and the environment across the state.

SUSTAINABLE TRANSPORTATION PARTNERSHIPS AND INVESTMENTS

Finally, we recognize that all other aspects of our vision can be achieved only if we maintain strong partnerships among public agencies as well between public and private organizations. This includes efficient and effective decision making at the state, regional, and local levels. It also includes sustainable funding for transportation investment across all partners, including approaches for addressing the decline of the value of our largest revenue source, fuel taxes. Our investment is more than dollars. It's also in our people, and we must redouble efforts to develop, attract, and retain a skilled transportation workforce to deliver the transportation system of the 21st century.



OUR VISION > FLORIDA'S TRANSPORTATION FUTURE



Desired outcomes in 2045 identified by FTP Steering Committee members in November 2019.

OUR VISION > WHAT'S NEXT?

The FTP includes four elements:

- The **Vision Element** (this document) defines our long-term transportation vision and goals for the next 25 years.
- The **Policy Element** describes how we will accomplish the vision and goals. It defines objectives and strategies to guide transportation partners statewide during the next 25 years.
- The **Implementation Element** details how we will work toward implementation during the next five years. It details specific short-term actions, roles, and timelines. It also outlines how we will track progress toward accomplishing our vision and goals.
- The **Performance Element** reports how our system performs on key measures of safety, asset condition, and mobility. This initial report emphasizes federally required measures tracked by FDOT; future versions may expand to address a broader view of performance.

FDOT will work with the FTP Steering Committee, supplemented by input from other partners and the public, to develop the remaining elements of the FTP building on this Vision Element. Key issues that will be considered in development of objectives and strategies for the Policy Element include:

- Achieving the overarching goal of zero fatalities on the transportation system;
- Leveraging emerging technologies and business practices, such as automated, connected, electric, and shared vehicles, to improve safety, mobility, and accessibility;
- Addressing a full range of risks, from extreme weather to economic cycles, pandemics, and cybersecurity, to ensure the transportation system is robust and resilient;
- Supporting increasing demand for statewide and interregional flows of people and freight as Florida's regions become more connected and more integrated with the global economy; and
- Addressing unique regional and local opportunities and challenges while also accomplishing statewide goals.

The FTP vision and goals can be accomplished through a combination of strategic investments, partner collaboration, customer- and performance-driven decision making, and ongoing research and workforce development activities. The FTP Policy Element will define specific strategies in these areas to work toward the FTP vision and goals.

Sources available at:

FloridaTransportationPlan.com/VE2020Sources.pdf



FTP STEERING COMMITTEE

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Tom Byron (Past Chair)

Florida Department of Transportation

Paul Owens

1000 Friends of Florida

Laura Cantwell

AARP Florida

Andra Cornelius

CareerSource Florida

Jamie Christian

Federal Highway Administration

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Floridians for Better Transportation

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*Metropolitan Planning Organization
Advisory Council*

Greg Slay

*Metropolitan Planning Organization
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Rails-to-Trails Conservancy

Chris Doolin

Small County Coalition

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Space Florida

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For more information:

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August 17, 2020

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 Session Summary

STAFF RECOMMENDATION

For information only.

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has provided a copy of its 2020 Legislative Session Summary.

Attachment

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*Commissioner Nick Maddox
Chair*

MPOAC Year-End Legislative Summary

07/28/2020

Overview

Friends, welcome back! We are pleased to share with you a newsletter summarizing the bills passed during the 2020 legislative session. In place of the usual list of all transportation related bills filed, is a list of bills that passed both chambers and were then sent to the Governor for approval. This will allow you have a one-stop summary of bills passed so you are kept aware of what has happened and what has changed in our transportation world. Many bills had not been sent to the Governor right away for his action so reporting anything to you earlier would not have been informative. At the time of publication, two bills are still pending action by the Governor. The delay in sending bills to the Governor is presumed to be because of the Coronavirus problems that have taken the Governor’s attention. In fact, speaking of Coronavirus.....

The last newsletter of the legislative session talked about Coronavirus. It opened with this Coronavirus question: “Should we say anything more or just end the newsletter there? That would be the one-word summary of the last week and a word your retirement account hates right now. There is more to Florida than this though.” Funny how those words seem appropriate still today. OK, I am hearing that most retirement accounts are actually doing pretty well, mine included, thankfully. And there is more to Florida, but Coronavirus seems to be that annoying house guest that we just can’t get to leave. We will all remember 2020 and may describe it with words that we would not want our grandmother or children to hear come from our mouths. Hopefully 2021 will be much gentler with us.

The Governor signed a budget and the transportation side of it did well. We avoided cuts to our funding. Frankly, given how revenues were declining at the end of session, avoiding cuts is a big win. Recent reports stated that for the state fiscal year ended June 30th, revenues came in \$1.9B lower than projected. That is a huge hit to revenues and the impact to the budget is going to hurt, hurt like falling off a bike on concrete at considerable speed. Looking back to the budget for the current fiscal year, I cannot say that earmarks did well, but given the hit to revenues due to coronavirus, we should not be surprised. The hit to local budgets, especially those areas that used to enjoy a lot of tourism, well that is not a pretty thought either – I am thinking of concrete and scraped elbows again. Happily, reports that some of the housing markets are holding on is good to hear, there may be some bright spots in our economy and hopefully they will lead the way when we get back to something resembling normal.

So you have an idea of what was included in the approved budget for transportation, here is a high level summary of the transportation budget:

- \$9.8 Billion overall, \$9.2 for the state transportation work program.
- \$2.5B for highway construction which includes 101 new lane miles.
- \$840M for resurfacing, 2,073 lane miles.
- \$125M for seaport infrastructure improvements.
- \$401M for aviation improvements, includes \$85M for spaceports.
- \$436M for bridges, replacement of 17 and repairs to 90 bridges.
- \$886M investment in rail/transit projects.
- \$236M for safety initiatives.

The 2020 regular session began on January 14th, was scheduled to end on March 13th and the final vote was taken on the 20th.

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

Legislation signed into law

This is a summary of all transportation related bills that were signed into law (or are pending signature) by the Governor following the 2020 session of the Florida Legislature. The bills are listed in numerical order for your convenience. Each entry includes a summary of the key points of the law, the date signed by the Governor, and the effective date.

HB 37: School Bus Safety

The bill increases the minimum civil penalty for failure to stop for a school bus to \$200 and the period of time that the Department of Highway Safety and Motor Vehicles (DHSMV) must suspend the driver license of the driver for any subsequent offenses committed within five years to not less than 180 days and not more than one year.

The bill also increases the minimum civil penalty for passing a school bus on the side that children enter and exit to \$400. For a subsequent offense within five years, the DHSMV must suspend the driver license of the driver for not less than 360 days and not more than two years.

Date signed by Governor: June 20, 2020
Effective date: January 1, 2021

HB 133: Towing and Immobilizing Vehicles and Vessels

The bill makes the following changes to current law relating to the towing of vehicles and vessels:

- Incorporates vessels into the regulatory scheme for the towing of vehicles;
- Prohibits a county or municipality from enacting an ordinance or rule that imposes a fee or charge on authorized wrecker operators or towing businesses for performing towing services;
- Defines the term "towing business" to mean a business that provides towing services for monetary gain;
- Authorizes a county or municipality to impose an administrative fee on the registered owner or lienholder of a vehicle or vessel removed and impounded by an authorized wrecker operator or towing business, as long as the fee does not exceed 25 percent of the

local jurisdiction's maximum towing rate. An authorized wrecker operator or towing operator may impose the fee on behalf of the county or municipality, but such fee must only be remitted to the county or municipality after it has been collected;

- Provides that a wrecker operator or towing business who recovers, removes, or stores a vehicle or vessel must have a lien on the vehicle or vessel that includes the value of the administrative fee imposed by a county or municipality; and
- Requires tow-away zone notices to be placed within 10 feet from the "road" instead of within 5 feet from the "public right-of-way line."

The bill exempts Broward, Palm Beach, and Miami-Dade counties from the prohibition on imposing a fee or charge on an authorized wrecker operator or a towing business.

Date signed by Governor: Pending
Effective date: October 1, 2020

SB 178: Public Financing of Construction Projects

The bill requires a public entity that commissions or manages a construction project within the coastal building zone, using funds appropriated from the state, to conduct a sea level impact projection (SLIP) study prior to commencing construction. The Department of Environmental Protection (DEP) must establish, by rule, standards for the SLIP studies. The standards must:

- Use a systematic, interdisciplinary, and scientifically accepted approach in the natural sciences and construction design in conducting the study;
- Assess the flooding, inundation, and wave action damage risks relating to the coastal structure over its expected life or 50 years, whichever is less; and
- Provide alternatives for the coastal structure's design and siting, and how such alternatives would impact the risks identified in the SLIP, as well as the risk and cost associated with maintaining, repairing, and constructing the coastal structure.

The requirement to conduct a SLIP study prior to commencing construction is effective one year after DEP's rule is finalized and only applies to projects that commence after the rule is finalized.

SLIP studies must be conducted, submitted to DEP, and published on DEP's website for 30 days before construction can commence. DEP must publish and maintain a copy of all SLIP studies on its website for 10 years after receipt. The bill requires DEP to adopt rules as necessary to administer and enforce these requirements.

The bill authorizes DEP to bring a civil action to seek injunctive relief to cease construction, enforce the rules, or seek recovery of state funds expended on a coastal structure, if construction commences without compliance to the rules. The requirements of the bill may not be construed to create a cause of action for damages or otherwise authorize the imposition of penalties by a public entity for failure to implement what is contained in a SLIP study.

- Date signed by Governor: June 29, 2020
- Effective date: July 1, 2020

HB 279: Local Government Public Construction Works

The bill reforms how local governments must estimate the projected costs of a public building construction project. Local governments must use a cost estimation formula when deciding whether to use a contractor to complete the project or if it is in the local government's best

interest to perform the project using its own services, employees, and equipment. The project cost estimation formula must include employee compensation and benefits, the cost of direct materials to be used in the construction of the project (including materials purchased by the local government), other direct costs, and an additional factor of 20 percent for management, overhead, and other indirect costs. Local governments must consider the same formula when determining the estimated cost of road and bridge construction and reconstruction projects performed with proceeds from the constitutional gas tax.

A local government constructing a public building using its own services, employees, and equipment must create a report summarizing the project constructed by the local government, which must be publicly reviewed each year by the local government. The Auditor General must also examine the project reports as part of his or her audits of local governments.

The bill also requires local governments issuing bidding documents or other requests for proposals to provide a list of all other governmental entities that may have additional permits or fees generated by a project.

- Date signed by Governor: June 30, 2020
- Effective date: July 1, 2020

HB 717: Space Florida Financing

Space Florida has the authority to issue revenue bonds and raise revenue through the acquisition of debt, including securing bank loans. The bill revises that authority in a variety of ways, including making several conforming changes to relevant sections of Florida statute.

The bill relieves Space Florida of the requirement to notify the presiding officers and appropriations chairs of both houses of the Legislature before presenting a bond proposal to the Governor and Cabinet and the requirement for the Governor and Cabinet to approve the bond's issuance.

The bill clarifies that Space Florida is subject to the minimum credit-worthiness requirements in Florida statute (s. 189.051, F.S.). It also authorizes Space Florida to validate its bonds pursuant to ch. 75, F.S., which provides generally for government-issued bond validation. Additionally, the bill reduces the term for which Space Florida may issue a bond to 30 years.

- Date signed by Governor: June 29, 2020
- Effective date: July 1, 2020

HB 915: Commercial Service Airports

The bill requires:

- The Auditor General to conduct an operational and financial audit of each large-hub commercial service airport at least once every seven years (defined as a publicly owned airport that has at least one percent of the annual passenger boardings in the United States as reported by the Federal Aviation Administration);
- Each member of the governing body of such airports to comply with financial disclosure requirements (as defined in state statute or constitution);
- The governing body of each commercial service airport to establish and maintain a website to post information relating to the operation of the airport;
- Commercial service airports to comply with statutorily defined procurement requirements for purchases exceeding \$65,000;

- Contracts must use a competitive sealed bid, proposal, or reply process (with exceptions) and must be posted (with redactions) on the airport website;
- After an opportunity for public comment, a governing body must approve, award, or ratify as a separate line item on its agenda each contract exceeding \$325,000;
- Members of a governing body and employees of a commercial service airport be subjected to Florida Code of Ethics for Public Officers and Employees related requirements.
 - Does not prohibit a county or municipal charter, ordinance, or resolution of the governing body from applying more stringent ethical standards;
 - Imposes on each member of a governing body annual ethics training requirements;
- Each commercial service airport, starting November 1, 2021, to annually submit approved budgets, federal financial reports, website links, and statutory compliance statements to the Florida Department of Transportation (FDOT);
 - The FDOT must annually review the information for accuracy and, starting January 15, 2022, submit a report summarizing commercial service airport compliance the provisions of law to the Governor, the President of the Senate, and the Speaker of the House of Representatives; and
 - The FDOT is prohibited from expending any funds allocated to the airport (unless the funds are pledged for debt service) until a commercial service airport demonstrates compliance.
- Date signed by Governor: Pending
- Effective date: October 1, 2020

HB 969: Broadband Internet Service

The bill transfers the state’s broadband program from the Department of Management Services (DMS) to the Department of Economic Opportunity (DEO), creating the Florida Office of Broadband within DEOs Division of Community Development. Specifically, the Florida Office of Broadband is directed to:

- Create a strategic plan to increase the use of broadband Internet service in Florida.
 - The plan must include a process to review and verify public input on broadband Internet transmission speeds and availability;
- Build and facilitate local technology planning teams, especially with community members from the areas of education, healthcare, business, tourism, agriculture, economic development, and local government;
- Encourage public use of Internet service through broadband grant programs; and
- Monitor, participate in, and provide input on Federal Communications Commission proceedings that are related to the geographic availability and deployment of broadband Internet in Florida.

The bill also provides that the Department of Transportation may, beginning in Fiscal Year 2022-2023, use up to \$5 million annually from the funds transferred to Florida’s Turnpike Enterprise to the Multi-use Corridors of Regional Economic Significance (M-CORES) program for projects that assist in the development of broadband infrastructure within or adjacent to a multiuse corridor.

- Date signed by Governor: June 9, 2020
- Effective date: July 1, 2020

HB 971: Electric Bicycles

The bill creates a definition for electric bicycles (e-bikes) within a three-tiered classification system and revises several related definitions. E-bike or e-bike operators are endowed with all the rights, privileges, and responsibilities of a bicycle or bicycle operator.

E-bikes are authorized to operate where bicycles are allowed, including, but not limited to, streets, highways, roadways, shoulders, bicycle lanes, and bicycle or multiuse paths. That said, the bill specifically states that nothing prevents local governments from regulating the operation of e-bikes on streets, highways, sidewalks, and sidewalk areas under the local government's jurisdiction or that a municipality, county, or agency of the state having jurisdiction over a bicycle path, multiuse path, or trail network from restricting or prohibiting the operation of an e-bike on such facilities;

Under the law, an e-bike or an e-bike operator is not subject to the provisions of law relating to financial responsibility, driver or motor vehicle licenses, vehicle registration, title certificates, off-highway motorcycles, or off-highway vehicles.

The bill also makes technical and conforming changes throughout related statutory provisions.

- Date signed by Governor: June 20, 2020
- Effective date: July 1, 2020

SB 7018: Essential State Infrastructure

The bill contains various provisions relating to essential state infrastructure, including provisions relating to emergency staging areas, utility permit application processing for use of county or municipal rights-of-way, development of a recommended plan for electric vehicle charging stations along the State Highway System, and use of agricultural land subject to a conservation easement for construction of a public or private linear facility and right of access.

Specifically, the bill:

- Provides that a permit application by a county or municipality to use the right-of-way on any public road for a utility must be processed and acted upon within the expedited time frames of the "Advanced Wireless Infrastructure Deployment Act," s. 337.401(7)(d)7.,8., and 9., F.S.;
- Authorizes the Florida Department of Transportation (FDOT) to plan, design, and construct staging areas for emergency response on the turnpike system. These areas are for the staging of emergency supplies, equipment, and personnel to facilitate the prompt provision of emergency assistance to the public in response to a declared state of emergency;
 - Directs the FDOT, in consultation with the Division of Emergency Management, to consider the extent to which a proposed site:
 - Is located in a geographic area that best facilitates the wide dissemination of emergency-related supplies and equipment;
 - Provides ease of access to major highways and other transportation facilities;
 - Is sufficiently large to accommodate the staging of a significant amount of emergency-related supplies and equipment;
 - Provides space in support of emergency preparedness and evacuation activities, such as fuel reserve capacity;

- Could be used during non-emergency periods for commercial motor vehicle parking and for other uses; and
 - Is consistent with other state and local emergency management considerations;
 - Authorizes the FDOT to acquire property necessary for such staging areas and requires the FDOT to give priority consideration to placement of such staging areas in counties with a population of 200,000 or less in which a multi-use corridor of regional significance is located;
 - Grants the FDOT power to authorize other uses of a staging area and requires that staging-area projects be included in the FDOT's work program;
- Requires the FDOT, in coordination with the Public Service Commission (PSC) and the Office of Energy within the Department of Agriculture and Consumer Services, and any other public or private entities as necessary or appropriate, to develop and recommend a master plan for the development of electric vehicle charging station infrastructure along the State Highway System;
 - The bill sets out a number of legislative findings and sets up a division of the workload between the FDOT and the PSC of goals and objectives of the recommended plan based on area of expertise. In this arrangement, the FDOT is responsible for the following goals and objectives:
 - Identifying the types or characteristics of possible locations for electric vehicle charging station infrastructure along the State Highway System to support a supply of electric vehicle charging stations that will accomplish the goals and objectives of this section, support both short-range and long-range electric vehicle travel, encourage the expansion of electric vehicle use in this state, and adequately serve evacuation routes in this state;
 - Identifying any barriers to the use of electric vehicles and electric vehicle charging station infrastructure both for short-range and long-range electric vehicle travel along the State Highway System;
 - Identifying an implementation strategy for expanding electric vehicle and charging station infrastructure use in this state;
 - Quantifying the loss of revenue to the State Transportation Trust Fund due to the current and projected future use of electric vehicles in this state and summarizing efforts of other states to address such revenue loss.
 - Authorizes the FDOT, the PSC, and the Office of Energy to agree to explore other issues deemed necessary or appropriate for purposes of the required report
 - Requires that the master plan be developed and submitted to the Governor, the President of the Senate, and the Speaker of the House of Representatives by July 1, 2021. The plan must include recommendations for legislation and may include other recommendations as determined by the FDOT. The bill also requires that the FDOT file a status report containing any preliminary recommendations, including recommendations for legislation to the Governor, the President of the Senate, and the Speaker of the House by December 1, 2020.
- Date signed by Governor: June 9, 2020
- Effective date: July 1, 2020



CA.14

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August 17, 2020

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.

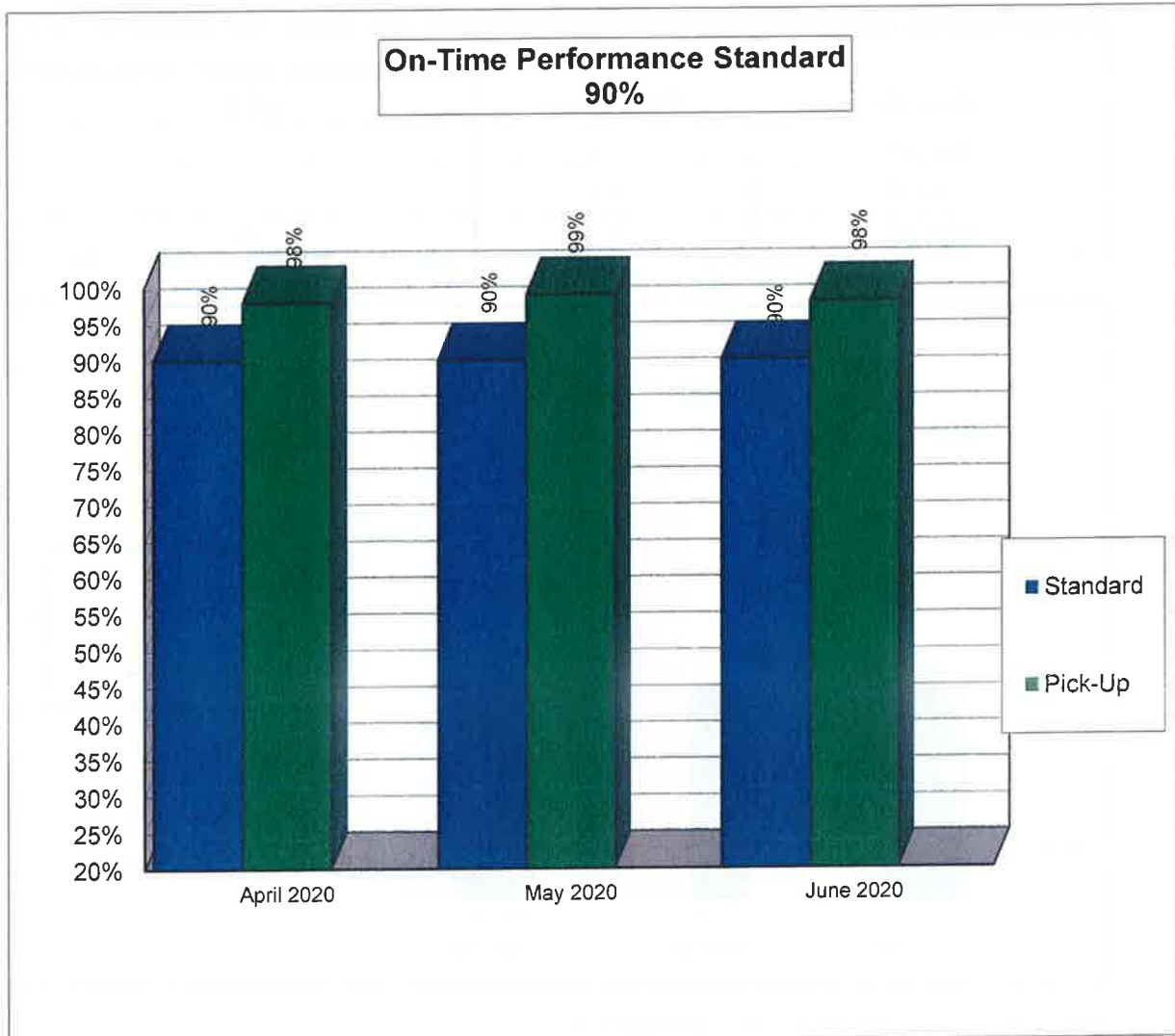
BACKGROUND

Attached are the April 2020 – June 2020 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

T:\Lynn\TD2020\Alachua\Memos\statmtpoaprjune2020.docx

TRANSPORTATION DISADVANTAGED SERVICE PLAN
STANDARDS OF PERFORMANCE
ALACHUA COUNTY
APRIL - JUNE 2020

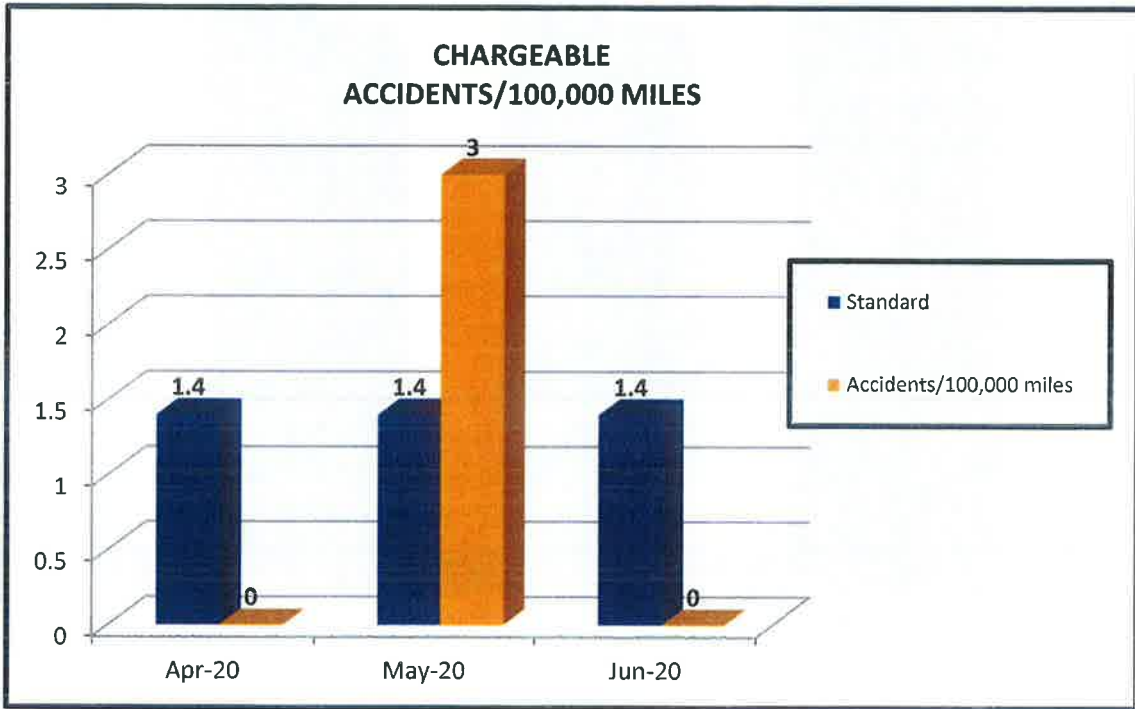


Source: MV Contract Transportatio, Inc. On-Time Analysis

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS**

ALACHUA COUNTY APRIL - JUNE 2020

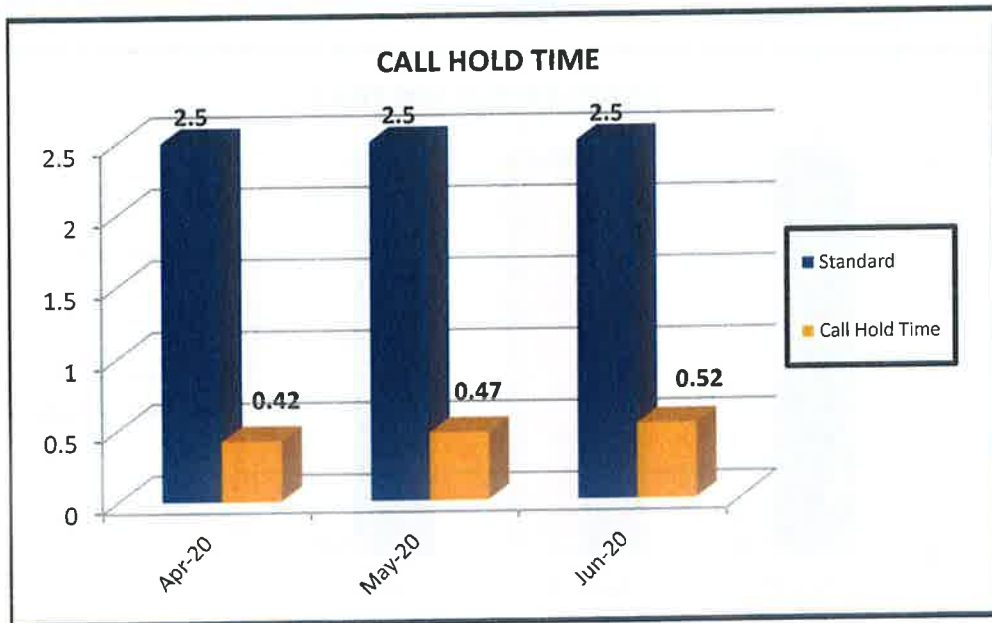
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Apr-20	1.4	0
May-20	1.4	3
Jun-20	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, APRIL - JUNE 2020**

MONTH	STANDARD	CALL HOLD TIME
Apr-20	2.5	0.42
May-20	2.5	0.47
Jun-20	2.5	0.52

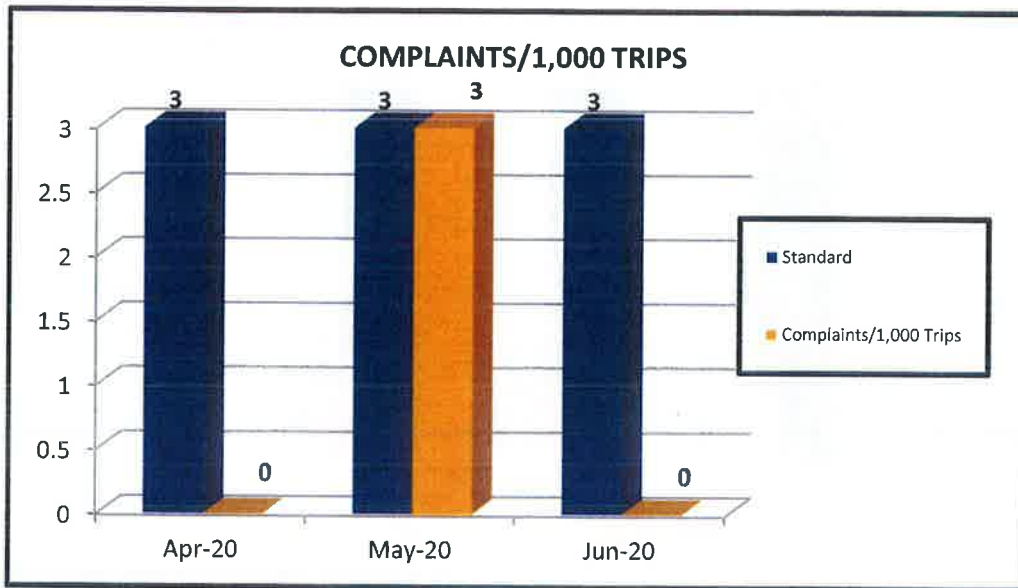


Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, APRIL - JUNE 2020

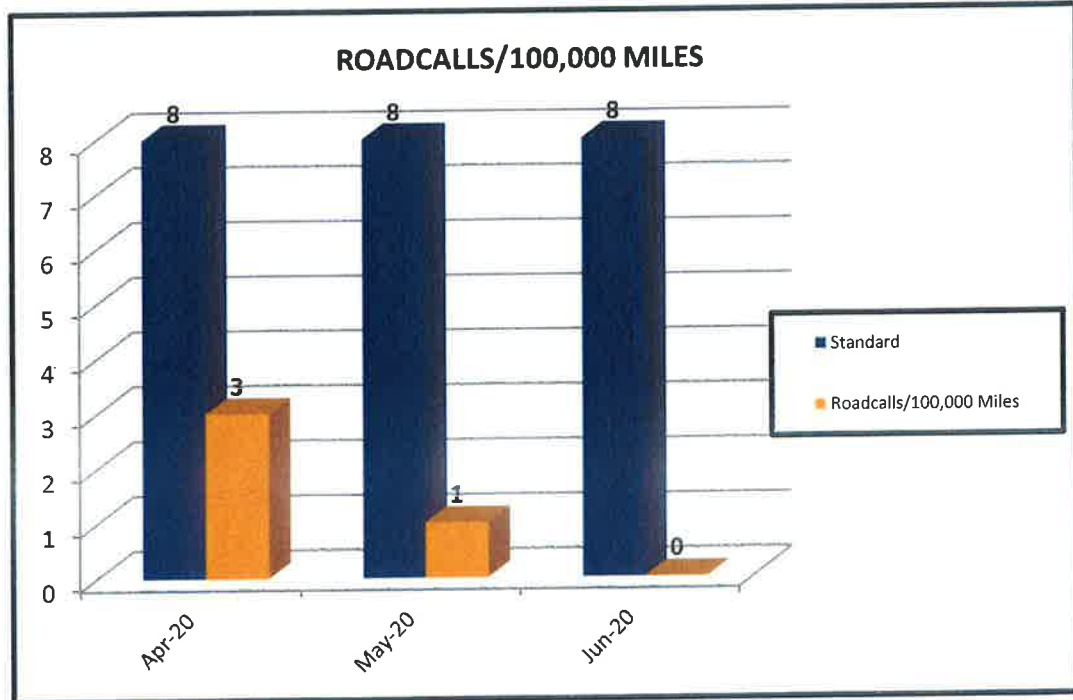
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Apr-20	3	0
May-20	3	3
Jun-20	3	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, APRIL - JUNE 2020**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Apr-20	8	3
May-20	8	1
Jun-20	8	0



Source: MV Contract Transportation, Inc. Operations Report

Meeting


Agenda

Enclosures



2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.855.2200

August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Transportation Improvement Program Amendment- Roll Forward Projects

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization amend the Transportation Improvement Program to roll forward funding into Fiscal Year 2020-21 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1.

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Fiscal Year 2020-21 to Fiscal Year 2024-25 Transportation Improvement Program to roll forward funding from Fiscal Year 2019-20 to Fiscal Year 2020-21 for the projects shown in Exhibit 1. This amendment is needed because funds for these projects were not committed by June 30, 2020 - the end of the state fiscal year. Roll forward projects within the Gainesville Metropolitan Area include:

- Archer Road (State Road 24) Rail/Trail - SW 75th Terrace to SW 41st Boulevard [4399341];
- NE 18th Avenue Sidewalk - NE 18th Street to NE 15th Street [4394951];
- NW 13th Street (U.S. Highway 441/State Road 25) Rapid Flashing Beacon at Gainesville High School [4372971];
- SW 27th Street Bicycle/Pedestrian Trail - Williston Road (State Road 331) to SW 35th Place [4339891];
- Waldo Road (State Road 24) Street Lighting -
University Avenue (State Road 26) to NE 39th Avenue (State Road 222) [4394891];
- SW 34th Street (State Road 121) Realignment - SW 2nd Avenue to University Avenue (State Road 26) [4394881];
- University of Florida Pedestrian Aid Grant [4451861];
- University of Florida Arterial Corridor Study [4450611];
- University of Florida Arterial Corridor Study [4450612];
- NW 39th Avenue (State Road 222) Special Survey at NW 10th Street Intersection Area [4286821];
- Asphalt Performance Engineered Mixture Design Testing Demonstration Project [4473911];
- Williston Road (State Road 121) Resurfacing -
SW 34th Street (State Road 121) to SW 13th Street (U.S. 441/State Road 25) [4361661];
- Regional Transit System Section 5307 Formula Grant Operating Assistance [2155461];
- Regional Transit System Section 5307 Formula Grant Capital Assistance [4040261];
- Regional Transit System Section 5339(c) No-Lo Emissions Vehicle Purchases [4428871]; and
- Regional Transit System Section 5339(c) No-Lo Emissions Vehicle Purchases [4473961].

Each year, funds for some federally-funded projects are rolled forward into the next fiscal year because of the difference between the federal and state fiscal years. The federal fiscal year is from October 1st to September 30th each year, while the state fiscal year is from July 1st to June 30th.

Attachment

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EXHIBIT 1

PAGE 1
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
TIME RUN: 11.18.04
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 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	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:428682 1	PROJECT DESCRIPTION:SR222(NW 39 AVE) FROM: 100'W OF NW 10 ST TO: 100' E OF NW 10 ST								*SIS*
DISTRICT:02	COUNTY:ALACHUA								TYPE OF WORK:SPECIAL SURVEYS
ROADWAY ID:26005000	PROJECT LENGTH: .040MI								LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,151	0	0	0	0	0	2,151
DS	7,294	0	0	0	0	0	0	7,294
TOTAL 428682 1	7,294	2,151	0	0	0	0	0	9,445
TOTAL PROJECT:	7,294	2,151	0	0	0	0	0	9,445

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	358,005	4,209	0	0	0	0	0	362,214
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	12,390	0	0	0	0	0	0	12,390
TOTAL 433357 1	370,395	4,209	0	0	0	0	0	374,604
TOTAL PROJECT:	370,395	4,209	0	0	0	0	0	374,604

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
TALL	96,062	0	0	0	0	0	0	96,062
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	1,106	0	0	0	0	0	0	1,106
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
ACTL	88,627	0	0	0	0	0	0	88,627
TALL	21,157	0	0	0	0	0	0	21,157
TALT	341,308	0	0	0	0	0	0	341,308

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
 TIME RUN: 11.18.04
 MBRMPOT

 HIGHWAYS

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALL	3,413	5,000	0	0	0	0	0	0	8,413
TALT	2,915	335	0	0	0	0	0	0	3,250
TOTAL 433989 1	554,588	5,335	0	0	0	0	0	0	559,923
TOTAL PROJECT:	554,588	5,335	0	0	0	0	0	0	559,923

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	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:436166 1 PROJECT DESCRIPTION:SR331 FROM: SR121 TO: SR25(US441) TYPE OF WORK:RESURFACING *SIS*
 DISTRICT:02 COUNTY:ALACHUA LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
 ROADWAY ID:26220000 PROJECT LENGTH: 2.169MI

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	47,549	0	0	0	0	0	0	47,549	
DIH	101,415	0	0	0	0	0	0	101,415	
DS	7,446	0	0	0	0	0	0	7,446	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	2,046,586	0	0	0	0	0	0	2,046,586	
DIH	57,333	1,115	0	0	0	0	0	58,448	
DS	380,443	0	0	0	0	0	0	380,443	
LF	14,713	0	0	0	0	0	0	14,713	
TOTAL 436166 1	2,655,485	1,115	0	0	0	0	0	2,656,600	
TOTAL PROJECT:	2,655,485	1,115	0	0	0	0	0	2,656,600	

ITEM NUMBER:437297 1 PROJECT DESCRIPTION:PUSH BUTTON INSTALL RAPID FLASHING BEACON US441 FRONT OF GHS TYPE OF WORK:TRAFFIC SIGNAL UPDATE *NON-SIS*
 DISTRICT:02 COUNTY:ALACHUA LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
 ROADWAY ID:26010000 PROJECT LENGTH: .010MI

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	9,330	2,004	0	0	0	0	0	11,334	
DS	7,159	0	0	0	0	0	0	7,159	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	29	0	0	0	0	0	0	29	
DIH	336	0	0	0	0	0	0	336	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DS	4,862	0	0	0	0	0	0	4,862	
TOTAL 437297 1	21,716	2,004	0	0	0	0	0	23,720	
TOTAL PROJECT:	21,716	2,004	0	0	0	0	0	23,720	

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER:439300 1		PROJECT DESCRIPTION:SR45 @ SW 15TH AVENUE					*NON-SIS*	
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:ADD RIGHT TURN LANE(S)	
ROADWAY ID:26030000		PROJECT LENGTH: .098MI					LANES EXIST/IMPROVED/ADDED: 1/ 0/ 1	
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	18,017	223	0	0	0	0	0	18,240
DS	132,890	0	0	0	0	0	0	132,890
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	104,087	0	0	0	0	0	104,087
DIH	1,425	4,575	0	0	0	0	0	6,000
DS	4,627	0	0	0	0	0	0	4,627
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	513,263	0	0	0	0	513,263
DIH	0	0	6,657	0	0	0	0	6,657
DS	170	0	0	0	0	0	0	170
TOTAL 439300 1	157,129	108,885	519,920	0	0	0	0	785,934
TOTAL PROJECT:	157,129	108,885	519,920	0	0	0	0	785,934

ITEM NUMBER:439488 1		PROJECT DESCRIPTION:SR121(SW 34 ST) FROM: SR26A(SW 2 AVE) TO: SR26(W UNIV AVE)					*NON-SIS*	
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:TRAFFIC OPS IMPROVEMENT	
ROADWAY ID:26250000		PROJECT LENGTH: .363MI					LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0	
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	117,967	0	0	0	0	0	0	117,967
HSP	772,367	114	0	0	0	0	0	772,481
SA	17,530	16,261	0	0	0	0	0	33,791
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	773	31	0	0	0	0	0	804
DS	9,595	0	0	0	0	0	0	9,595
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	51,295	0	0	0	0	0	0	51,295
DIH	0	9,500	0	0	0	0	0	9,500
DS	45,412	0	0	0	0	0	0	45,412
HSP	2,206,677	26,399	0	0	0	0	0	2,233,076
LF	25,520	0	0	0	0	0	0	25,520
TOTAL 439488 1	3,247,136	52,305	0	0	0	0	0	3,299,441
TOTAL PROJECT:	3,247,136	52,305	0	0	0	0	0	3,299,441

ITEM NUMBER:439489 1		PROJECT DESCRIPTION:SR24 FROM: SR26(UNIVERSITY AVE) TO: SR222					*SIS*	
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:LIGHTING	
ROADWAY ID:26050000		PROJECT LENGTH: 2.640MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	13,576	0	0	0	0	0	0	13,576
DIH	580	0	0	0	0	0	0	580
DS	32,317	0	0	0	0	0	0	32,317
HSP	286,417	0	0	0	0	0	0	286,417

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER:445061 1 PROJECT DESCRIPTION:CITY OF GAINESVILLE/UF ARTERIAL CORRIDOR *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:26000000 PROJECT LENGTH: .425MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA		0	1,750	0	0	0	0	1,750
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	2,898		2,102	0	0	0	0	5,000
TSM	5,000		95,000	0	0	0	0	100,000
TOTAL 445061 1	7,898		98,852	0	0	0	0	106,750

ITEM NUMBER:445061 2 PROJECT DESCRIPTION:CITY OF GAINESVILLE/UF ARTERIAL CORRIDOR *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:26070000 PROJECT LENGTH: 1.121MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TSM	274		99,726	0	0	0	0	100,000
TOTAL 445061 2	274		99,726	0	0	0	0	100,000
TOTAL PROJECT:	8,172		198,578	0	0	0	0	206,750

ITEM NUMBER:447005 1 PROJECT DESCRIPTION:PUSHBUTTON SR24 FROM SEYDEL STREET TO US 301 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:26050065 PROJECT LENGTH: .603MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0		1,000	0	0	0	0	1,000
TOTAL 447005 1	0		1,000	0	0	0	0	1,000
TOTAL PROJECT:	0		1,000	0	0	0	0	1,000
TOTAL DIST: 02	9,231,440		417,250	519,920	0	0	0	10,168,610
TOTAL HIGHWAYS	9,231,440		417,250	519,920	0	0	0	10,168,610

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 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	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 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	4,700,000	8,400,000	4,200,000	4,200,000	4,200,000	4,200,000	0	29,900,000
LF	1,175,000	2,100,000	1,050,000	1,050,000	1,050,000	1,050,000	0	7,475,000
TOTAL 404026 1	5,875,000	10,500,000	5,250,000	5,250,000	5,250,000	5,250,000	0	37,375,000
TOTAL PROJECT:	5,875,000	10,500,000	5,250,000	5,250,000	5,250,000	5,250,000	0	37,375,000

ITEM NUMBER:442887 1 PROJECT DESCRIPTION:GAINESVILLE RTS LO-NO EMISSIONS PURCHASE ELECTRIC BUSES/CHARGERS *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	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

ITEM NUMBER:447396 1 PROJECT DESCRIPTION:GAINESVILLE RTS LOW NO EMISSIONS GRANT - SECTION 5339(C) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
EX DESC:GAINESVILLE, CITY OF TOTAL AWARD BUDGET \$1,000,000

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	1,000,000	0	0	0	0	0	1,000,000
TOTAL 447396 1	0	1,000,000	0	0	0	0	0	1,000,000
TOTAL PROJECT:	0	1,000,000	0	0	0	0	0	1,000,000
TOTAL DIST: 02	13,475,001	20,110,000	8,850,000	8,850,000	8,850,000	8,850,000	0	68,985,001
TOTAL TRANSIT	13,475,001	20,110,000	8,850,000	8,850,000	8,850,000	8,850,000	0	68,985,001

1
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FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
 TIME RUN: 11.18.04
 MBRMPOTP

 MISCELLANEOUS


ITEM NUMBER:445186 1 PROJECT DESCRIPTION:UNIVERSITY OF FLORIDA/GAINESVILLE PEDESTRIAN AID GRANT *NON-SIS*
 DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TSM	0	800,000	0	0	0	0	0	800,000
TOTAL 445186 1	0	800,000	0	0	0	0	0	800,000
TOTAL PROJECT:	0	800,000	0	0	0	0	0	800,000
TOTAL DIST: 02	0	800,000	0	0	0	0	0	800,000
TOTAL MISCELLANEOUS	0	800,000	0	0	0	0	0	800,000
GRAND TOTAL	22,706,441	21,427,250	9,369,920	8,850,000	8,850,000	8,850,000	0	80,053,611



August 17, 2020

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Year 2045 Long-Range Transportation Plan Update -
Year 2045 Cost Feasible Plan

YEAR 2045 LONG-RANGE TRANSPORTATION PLAN JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve the Year 2045 Long-Range Transportation Plan Cost Feasible Plan:

- 1. Exhibit 1 -Year 2045 Cost Feasible Plan consisting of the:**
 - A. Florida Transportation Plan Strategic Intermodal System Projects within the Gainesville Metropolitan Area;**
 - B. Transit Development Plan project implementation funding in the amount of \$66.7 million present value allocation (State Revenue Forecast Table 5);**
 - C. Proposed Alachua Countywide Bicycle-Pedestrian Master Plan “Box Funds” in the amount of \$20.2 million present value allocation (ten percent);**
 - D. Projects within in the \$182.1 million present value cost estimate (State Revenue Forecast Table 5); and**

- 2. Include in the Year 2045 Cost Feasible Plan Final Report:**
 - A. Unfunded Year 2045 Needs Plan Projects;**
 - B. Discretionary Projects (discretionary funding-eligible projects; and**
 - C. Aspirational Projects (projects beyond Year 2045 Cost Feasible Plan horizon, projects lacking transit-oriented population (and density), and projects on roadways not in Federal Aid-Eligible Report).**

BACKGROUND

At its August 4, 2020 meeting, the Year 2045 Long-Range Transportation Plan Technical Working Group recommended approval of the following Year 2045 Long-Range Transportation Cost Feasible Plan materials:

Exhibit 2 - Unfunded Needs Plan project list (Year 2045 Cost Feasible Plan-Eligible);

Exhibit 3- Discretionary Projects (discretionary funding-eligible projects); and

Exhibit 4 - Aspirational Projects:

- Projects anticipated to be completed beyond plan horizon;
- Projects lacking transit-oriented population (and density); and
- Projects on roadways that are not in the Federal Aid-Eligible Report.

At its August 12 and 13, 2020 meetings, Metropolitan Transportation Planning Organization Advisory Committees reviewed the Year 2045 Long-Range Transportation Plan Technical Working Group recommendations. The Advisory Committees subsequently recommended that the Metropolitan Transportation Planning Organization approve Exhibit 1 - Year 2045 Cost Feasible Plan Recommended Projects list and the inclusion of unfunded Year 2045 Needs Plan Projects, Discretionary Projects and Aspirational Projects in the Year 2045 Cost Feasible Plan Final Report.

\$182.1 million is the present value being used for cost feasibility. Please note that the draft Year 2045 Cost Feasible Plan project list includes Year 2045 Needs Plan projects based on evaluation scoring and further screening for:

- Aspirational projects;
- Projects on the Strategic Intermodal System;
- Projects that are physically-constrained and/or Metropolitan Transportation Planning Organization Lane Capacity Policy-constrained;
- Transit projects not included in the Transit Development Plan; and
- Projects on roadways that are not in the Federal Aid-Eligible Report.

Attachments

EXHIBIT I

**YEAR 2045 LONG-RANGE TRANSPORTATION PLAN
COST FEASIBLE PLAN - RECOMMENDED PROJECTS**

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Total Cost (\$ in Millions)
Florida Transportation Plan Strategic Intermodal System Projects							
-	-	Interstate 75	Marion Countyline	Williston Road	Managed Lanes	-	\$280.3
-	-	Interstate 75	Williston Road	NW 39th Avenue	Managed Lanes	-	\$487.1
-	-	Interstate 75	NW 39th Avenue	U.S. Highway 441	Managed Lanes	-	\$20.0
-	-	Interstate 75	At: Williston Road	-	Interchange Modification	-	\$18.1
Transit Project Revenues - Federal Transit Administration Formula Grant and State Transit Block Grant							
-	-	Regional Transit System	At: Systemwide	-	Transit Development Plan Implementation	-	66.7
Bicycle and Pedestrian Projects (Ten Percent Allocation)							
-	-	Bicycle and Pedestrian Project "Box Funds"	At: Gainesville Metropolitan Area	-	Proposed Alachua Countywide Bicycle-Pedestrian Master Plan Implementation	-	20.2
Cost Feasible Plan-Eligible Congested Corridors							
1*	21.3	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$10.6
2	19.6	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	1.5	\$11.2
3	17.6	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with dedicated transit lanes; median included	0.25	\$17.0
4	17.4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/ replace a 2 lane rural section	2.0	\$24.8
5	16.6	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	\$2.5
6*	14.6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes plus 2 dedicated transit lanes	1.0	\$10.6
7	14.3	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	1.75	\$46.5
8	14.2	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0.4	\$16.1
9	14.2	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes,with dedicated transit lanes; median included	1.50	\$31.3

129

* Does not include local funding for right-of-way and dedicated transit lane construction

EXHIBIT 2
Unfunded Year 2045 Needs Plan Projects Ranked by Scores and With Cost Estimates
(Cost Feasible Plan Funding-Eligible Projects)

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Total Cost (\$ in Millions)	Cummulative Cost (\$ in Millions)
10	14.1	Archer Road (SR 24)	Parker Road	SW 75th Street (Tower Road)	New construction 4 lanes/replace a 2 lane rural section	4.0	\$52.6	\$223.2
11	14.1	SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2 lane rural section	2.25	\$32.2	\$255.4
12	11.3	NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2 lane rural section	2.75	\$33.0	\$288.4
13	11.3	NW 23rd Boulevard	NW 22nd Street	NW 13th Street	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	1.0	\$16.8	\$305.2
14	11.3	NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2 lane rural section	1.5	\$22.6	\$327.8
15	11.2	NW 34th Boulevard (SR 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2 lane rural section	1.75	\$26.4	\$354.2
16	11.1	SW 23rd Terrace	Williston Road	Hull Road	New construction 4 lanes/replace a 2 lane rural section	1.5	\$19.2	\$373.4
17	11.1	SW 24th Avenue	SW 43rd Street	SW 34th Street	Widen to 4 lanes	1.0	\$8.3	\$381.7
18	10.9	Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	0.3	\$2.9	\$384.6
19	10.5	Williston Road (SR 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2 lane rural section	0.5	\$6.0	\$390.6
20	7.6	NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	2.5	\$53.0	\$443.6
21	7.5	SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2 lane rural section	0.75	\$10.7	\$454.3
22	7.5	NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/ replace a 2 lane rural section	0.5	\$6.0	\$460.3
23	7.4	NW 53rd Avenue	NW 52nd Terrace	Waldo Road (SR 24)	New construction 4 lanes/ replace a 2 lane rural section	7.25	\$92.6	\$552.9
24	7.4	SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	3.25	\$25.5	\$578.4
25	7.1	SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over I-75	0.5	\$13.7	\$592.1
26	3.8	NW 39th Avenue	SW 143rd Street	NW 105th Street	New construction 4 lanes/replace a 2 lane rural section	2.5	\$31.0	\$623.1

EXHIBIT 3
Discretionary Funding-Eligible Projects

Facility	From	To	Proposed Modification	Total
Transit Modifications*	Various	Various	Various	23.4
Bicycle and Pedestrian Modifications*	Various	Various	Various	23.4
Tower Road Park-and-Ride	AT: SW 8th Avenue	-	Construct Park-and-Ride	21.2
SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes	17.8
NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway	14.6
SW 91st Street / SW 73rd Avenue Extension	Archer Road	SW 88th Street	New Construction, 2 lanes	14.5
SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2 lane rural section	14.1
NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2 lane rural section	11.3
NW 23rd Boulevard	NW 22nd Street	NW 13th Street	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	11.3
NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2 lane rural section	11.3
NW 34th Boulevard (SR 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2 lane rural section	11.2
SW 23rd Terrace	Williston Road	Hull Road	New construction 4 lanes/replace a 2 lane rural section	11.1
SW 24th Avenue	SW 43rd Street	SW 34th Street	Widen to 4 lanes	11.1
SW 39th Boulevard	Archer Road	SW 34th Street	Widen to 4 lanes	11.1
Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	10.9
SW 63rd Boulevard/ SW 67th Avenue	SW 24th Avenue	Archer Road	New Construction, 2 lanes	10.8
Williston Road (SR 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2 lane rural section	10.5
NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	7.6
SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2 lane rural section	7.5
NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/replace a 2 lane rural section	7.5
SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	7.4
SW 4th Avenue	SW 13th Street	SE 3rd Street	Widen to 4 lanes	7.4
NW 43rd Street	Newberry Road	NW 58th Avenue	Widen to 6 lanes	14.9
NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes	7.2
NW 16th Avenue	NW 34th Street	NW 13th Street	Widen to 6 lanes	11.3
NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes	7.2
SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	Widen, 4 lanes with bridge over I-75	7.1
NW 39th Avenue	SW 143rd Street	NW 105th Street	Widen to 4 lanes	3.8

* This project is also listed in the adopted Year 2045 Cost Feasible Plan for Revenue-Forecasted funds.

EXHIBIT 4
Aspirational Projects

Facility	From	To	Proposed Modification	Total
Archer Road (SR 24)	SW 75th Street	SW 45th Street	Dedicated Transit Lane and signal upgrade	23.4
Newberry Road (SR 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median and signal upgrade	23.4
NW 115th Street	NW 39th Avenue	NW 46th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
NW 122nd Street/NW 115th Street	Newberry Road	NW 39th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane	19.6
SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane	19.6
SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane	19.6
SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane	19.6
Hawthorne Road (SR 20)	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Configure existing roadway, add multi-use path)	18.8
NW 98th Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension	11
NW 98th Street Extension	NW 39th Avenue	NW 46th Avenue	New Construction, 4 lanes	10.9
NW 91st Street	4100 Block	SpringHills Boulevard	Two- Lane Extension	7.2
SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two- Lane Roadway	7.2
SpringHills Connector	SpringHills Boulevard	Millhopper Road	New Two- Lane Roadway	7.2
NW 91st Street Extension	Terminus	NW 46th Avenue Extension	New Construction, 4 lanes	3.4
Newberry Road (SR 26)	I-75	NW 109th Drive	Dedicated Transit Lane in median and signal upgrade	23.4
NW 115th Street	NW 39th Avenue	NW 46th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
NW 122nd Street/NW 115th Street	Newberry Road	NW 39th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
NW 83rd Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension + 2 dedicated transit lanes	17.3
NW 46th Avenue	NW 83rd Extension	NW 91st Street Extension	New roadway + 2 Dedicated Transit Lanes	16
NW 46th Avenue	NW 91st Street Extension	NW 98th Street Extension	New 4 lane roadway + 2 dedicated transit lanes and Bridge over I-75	16
Archer Road (SR 24)	SW 75th Terrace	SW 91st Street	Widen to 4 lanes and Dedicated Transit Lane	16
SW 91st Street	Archer Road	SW 46th Boulevard	Dedicated Transit Lane	15.8



SCHEDULED 2020 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	<i>CANCELLED</i>	<i>CANCELLED</i>	<i>CANCELLED</i>
APRIL	<i>CANCELLED</i>	<i>CANCELLED</i>	April 20 at 3:00 p.m.
JUNE	June 3	June 4	June 22 at 5:00 p.m.
AUGUST	<i>August 12</i>	<i>August 13</i>	August 24 at 5:00 p.m.
OCTOBER	October 7	October 8	October 26 at 3:00 p.m.
DECEMBER	November 18	November 19	December 14 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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