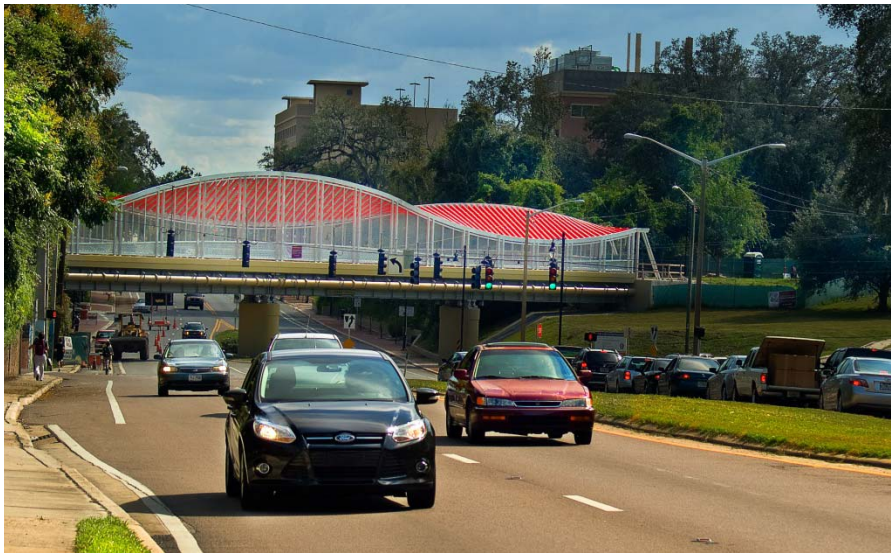
Meeting Packet
August 22, 2022
3:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

North Central Florida Regional Planning Council

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

August 15, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Adrian Hayes-Santos, Chair

SUBJECT: Meeting Announcement

Due to the COVID-19 Pandemic, on **August 22, 2022 at 3:00 p.m.**, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will conduct a hybrid public meeting. The meeting will be conducted via communications media technology and in the **John R. "Jack" Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

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AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida and
Via Communications Media Technology

3:00 p.m.
August 22, 2022

Declaration of Extraordinary Circumstance — **STAFF RECOMMENDATION**

DECLARE EXTRAORDINARY CIRCUMSTANCE DUE TO COVID-19 PANDEMIC

STAFF RECOMMENDATION

V. Comments

A. Florida Department of Transportation Report*

B. Metropolitan Transportation Planning Organization Members*

C. 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.

D. Chair's Report*

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

*No backup material included with the attached agenda material.

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CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium and
Via Communications Media Technology
Gainesville Florida

3:00 p.m.
August 22, 2022

STAFF RECOMMENDATION

Page #7 **CA. 1** **Minutes - July 11, 2022** **APPROVE MINUTES**

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

Page #17 **CA. 3** **Transportation Improvement Program Comment - Florida Department of Transportation Response** **FOR INFORMATION ONLY**

The Florida Department of Transportation has responded to a comment made at the July 11, 2022 Metropolitan Transportation Planning Organization meeting concerning its Transportation Improvement Program.

Page #27 **CA. 2** **Transit Ridership Status Report** **FOR INFORMATION ONLY**

The Metropolitan Transportation Planning Organization has been monitoring ridership recovery from the Covid-19 Pandemic.

Page #31 **CA. 4** **Transportation Disadvantaged Program - Status Report** **FOR INFORMATION ONLY**

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

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Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium and
Via Communications Media Technology
Gainesville, Florida

July 11, 2022
5:00 p.m.

MEMBERS PRESENT
IN PERSON
Adrian Hayes-Santos, Chair
David Arreola
Raemi Eagle-Glenn
Lauren Poe
Anna Prizzia
Reina Saco
Harvey Ward
Marihelen Wheeler

MEMBERS ABSENT
Charles Chestnut IV
Ken Cornell
Desmon Duncan-Walker
Cynthia Moore Chestnut

OTHERS PRESENT
VIA COMMUNICATIONS
MEDIA TECHNOLOGY
See Exhibit A

STAFF PRESENT
VIA COMMUNICATIONS
MEDIA TECHNOLOGY
Scott Koons

MEMBERS PRESENT
VIA COMMUNICATIONS
MEDIA TECHNOLOGY
Linda Dixon/Curtis Reynolds
Gloria James
Mari Schwabacher/Greg Evans

CALL TO ORDER - July 11, 2022

Chair Adrian Hayes-Santos called the meeting to order at 5:04 p.m.

DECLARE EXTRAORDINARY CIRCUMSTANCE DUE TO COVID-19 PANDEMIC

MOTION: Commissioner Prizzia moved to declare an extraordinary circumstance due to the COVID-19 pandemic and to conduct the meeting as a hybrid meeting enabling members that are not present in-person to participate in the meeting via communications media technology. Mayor Poe seconded; motion passed unanimously.

Scott Koons, Executive Director, noted that Gloria James, Rural Advisor, was participating virtually.

Chair Hayes-Santos welcomed Commissioner Eagle-Glenn as a new member of the Metropolitan Transportation Planning Organization.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Hayes-Santos asked for approval of the meeting agenda and consent agenda.

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

II. TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2022-23 to 2026-27

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 document. He discussed and answered questions regarding projects.

A member stated he was pleased to see that the State Road 331 (Williston Road) rail/trail crossing is programmed to be fully signalized.

A member discussed her concerns with the Transportation Disadvantaged Program service.

Mr. Koons discussed the Transportation Disadvantaged Program.

Linda Dixon, University of Florida Planning Manager, asked if the State Road 26 University Avenue Lighting project preliminary engineering could be advanced.

Mari Schwabacher, Florida Department of Transportation Liaison, stated that this request will be forwarded to Florida Department of Transportation senior staff for consideration of advancement.

MOTION: Commissioner Arreola moved to recommend that the Metropolitan Transportation Planning Organization approve its Fiscal Years 2022-23 to Fiscal Year 2026-27 Transportation Improvement Program. Commissioner Ward seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
David ARREOLA	X				
			Raemi EAGLE-GLENN	X	
Lauren POE	X				
			Anna PRIZZIA	X	
Reina SACO	X				
Harvey WARD	X				
			Marihelen WHEELER	X	
Adrian HAYES-SANTOS	X				
Totals	**5**	**0**		**3**	**0**

Motion passed unanimously.

III. LIST OF PRIORITY PROJECTS FOR FISCAL YEARS 2023-24 TO 2027-28

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 reorganized into three tables:

- Transportation System priorities, including bicycle and pedestrian projects and capacity projects from the adopted Year 2045 Long-Range Transportation Plan;
- Transit priorities from the adopted Regional Transit System Transit Development Plan; and
- Strategic Intermodal System Priorities from the adopted Florida Transportation Plan.

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 2023-24 to 2027-28 later in 2022. He also discussed the new local funding match column.

A member discussed a sidewalk gap concern on NW 51st Street south of NW 39th Avenue.

Chris Dawson, Alachua County Transportation Planning Manager, stated that Alachua County Public Works Department is constructing a sidewalk to close the gap.

A member discussed the need for Priority No. 17 SW 20th Avenue widening project between SW 62nd Boulevard and SW 34th Street.

Mr. Dawson discussed project prioritization and answered questions.

Ed Book, Santa Fe College Police Chief/Emergency Director, discussed congestion and roadway conditions adjacent to the Santa Fe College campus. He introduced Connor Ruffin, Santa Fe College Student Government President and Maya Stuhlmann, Senate President.

Mr. Ruffin discussed concerns with roadways accessing the Santa Fe College campus.

Chief Book noted that the corridors of concern include:

- NW 83rd Street from NW 23rd Avenue to NW 39th Avenue; and
- NW 23rd Avenue from NW 83rd Street to NW 43rd Street.

Mr. Dawson discussed status of NW 83rd Street and NW 23rd Avenue corridors. He noted that the Alachua County Board of County Commissioners would be getting an update on a NW 23rd Avenue project later this summer.

MOTION: Commissioner Arreola moved to approve the List of Priority Projects for Fiscal Years 2023-24 to 2027-28. Commissioner Ward seconded the motion; motion passed unanimously.

IV. ELECTION OF VICE-CHAIR

Mr. Koons stated that the Metropolitan Transportation Planning Organization, at its April 25, 2025 meeting, elected former County Commissioner Mary Alford as Vice-Chair. He said that with her recent resignation from the Alachua County Board of County Commissioners, the Metropolitan Transportation Planning Organization needs to elect a Vice-Chair.

MOTION: Commissioner Arreola moved to elect Commissioner Raemi Eagle-Glenn as Vice-Chair. Commissioner Ward seconded; Motion passed unanimously.

V. FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Mr. Koons stated that the Metropolitan Transportation Planning Organization, at its April 25, 2025 meeting, appointed former County Commissioner Mary Alford as its representative to the Florida Metropolitan Planning Organization Advisory Council for 2022. He said that with her recent resignation from the Alachua County Board of County Commissioners, the Metropolitan Transportation Planning Organization needs to appoint a replacement representative to the Florida Metropolitan Planning Organization Advisory Council for 2022.

MOTION: Commissioner Saco moved to appoint the following commissioners to the Florida Metropolitan Planning Organization Advisory Council:

- **Commissioner Saco as representative;**
- **Commissioner Wheeler as the first alternate representative; and**
- **Commissioner Duncan-Walker as the second alternate representative.**

Commissioner Prizzia seconded; Motion passed unanimously.

VII. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Hayes-Santos stated that its next scheduled meeting is August 22, 2022 at 3:00 p.m.

VII. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Chair Hayes-Santos asked if there was a report from the Florida Department of Transportation.

Ms. Schwabacher introduced Achaia Brown, a new District 2 staff member.

Ms. Brown discussed her background and that she was pleased to be joining the Florida Department of Transportation.

Ms. Schwabacher discussed the status of the new Unified Planning Work Program, closeout of the Fiscal Year 2021-22 Unified Planning Work Program and new Transportation Improvement Program. She noted that the Transportation Improvement Program Roll Forward Report would be provided soon.

A member asked about the Bipartisan Infrastructure Law grant programs.

Karen Taulbee, Florida Department of Transportation District 2 Planning Manager, reported that the Department is still waiting on federal government guidance for many of the grant programs.

B. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

Chair Hayes-Santos asked if there were any member comments.

A member suggested that information for City of Gainesville Regional Transit System access information be provided to high schools and senior centers.

Malisa McCreedy. City of Gainesville Transportation Department Director, stated that City of Gainesville Regional Transit System staff will contact the member concerning this matter.

C. CITIZENS

There were no citizen comments.

D. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT - The meeting was adjourned at 5:53 p.m.

_____ _____

Date Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Ed Book	Chris Dawson	Cynthia Curry*	Karen Taulbee*
Conor Ruffin	Corbin Hanson*	Jesus Gomez	Achaia Brown*
Maya Stuhlmann	Allan Yeatter	Deborah Leistner*	
		Malisa McCreedy	

* Via communications media technology
# Provided written comments

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CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium and Via Communications Media Technology Gainesville, Florida

5:00 p.m. July 11, 2022

STAFF RECOMMENDATION

Page #9 **CA. 1** **Minutes - April 25, 2022** — **APPROVE MINUTES**

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

Page #21 **CA. 2** **Fiscal Year 2020-21 Audit** — **ACCEPT AUDIT AND APPROVE PAYMENT**

The Metropolitan Transportation Planning Organization needs to accept the audit report and approve payment of the invoice for auditor services.

Page #49 **CA. 3** **Auditor Selection Process** — **APPOINT COMMISSIONER CYNTHIA MOORE CHESTNUT**

Every three years, the Metropolitan Transportation Planning Organization needs to appoint a representative to serve as a member of the North Central Florida Regional Planning Council Audit Committee to select an auditor.

Page #51 **CA. 4** **Fiscal Year 2022-23 Budget** — **APPROVE STAFF RECOMMENDATION**

This budget establishes revenue and expenditure levels for the fiscal year.

Page #55 **CA. 5** **Unified Planning Work Program Amendment Fiscal Year 2022-23 and Fiscal Year 2023-24** — **APPROVE STAFF RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to approve an amendment to its Unified Planning Work Program for Fiscal Years 2022-23 and 2023-24 in order for the City of Gainesville Regional Transit System to receive a federal planning funds grant.

Page #67 **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.

Page #71	**CA. 7**	**Bicycle/Pedestrian Advisory Board - Appointment**	**APPOINT MS. HIND**

Emily Hind has applied for appointment to the Bicycle/Pedestrian Advisory Board.

Page #75	**CA. 8**	**State Road 26/University Avenue Grant Application City of Gainesville Letter of Support Request**	**APPROVE STAFF RECOMMENDATION**

The City of Gainesville is applying for a Bipartisan Infrastructure Law grant.

Page #85	**CA. 9**	**Annual Transit Ridership Monitoring Report**	**APPROVE STAFF RECOMMENDATION**

This report is updated each year.

Page #87	**CA. 10**	**Transit Ridership Status Report**	**FOR INFORMATION ONLY**

The Metropolitan Transportation Planning Organization has been monitoring ridership recovery from the Covid-19 Pandemic.

Page #97	**CA. 11**	**2020 Census Timeline Update - Transportation Management Area Designation**	**FOR INFORMATION ONLY**

The Metropolitan Transportation Planning Organization has been monitoring potential redesignation as a Transportation Management Area.

Page #113	**CA. 12**	**Unified Planning Work Program Federal Approval**	**FOR INFORMATION ONLY**

The Federal Highway Administration has informed the Florida Department of Transportation of its approval of the Metropolitan Transportation Planning Organization Unified Planning Work Program Fiscal Years 2022-23 and 2023-24.

Page #117	**CA. 13**	**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 #123	**CA. 14**	**State Road 24 (Archer Road) Traffic Signal Update Bicycle and Pedestrian Safety Concerns: Project ID 4343964; 4498441 - Florida Department of Transportation Response**	**FOR INFORMATION ONLY**

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization comments concerning bicycle and pedestrian safety.

Page #127	**CA. 15**	**Public Transportation Safety Targets - 2022 - Florida Department of Transportation Response**	**FOR INFORMATION ONLY**

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization public transit safety target transmittal.

Page #131 CA. 16 Florida Department of Transportation Update - Gainesville Metropolitan Transportation Planning Organization Mobility Profile **FOR INFORMATION ONLY**

The Florida Department of Transportation has provided an update of the mobility performance measures for the Gainesville Metropolitan Area.

Page #139 CA. 17 Florida Department of Transportation Update - Transportation Performances Measures Consensus Planning Document **FOR INFORMATION ONLY**

The Florida Department of Transportation has provided an update to its Transportation Performance Measures Consensus Planning Document.

Page #151 CA. 18 Florida Department of Transportation Update - Florida Department of Transportation Performances Measures - April 2022 **FOR INFORMATION ONLY**

The Florida Department of Transportation has provided updates to its Transportation Performance Measures.

Page #165 CA. 19 Florida Department of Transportation District 2 "Safety Brake: - April 2022 **FOR INFORMATION ONLY**

The Florida Department of Transportation District 2 has provided a transportation safety newsletter.

Page #173 CA. 20 Transportation Disadvantaged Program - Status Report **FOR INFORMATION ONLY**

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

North Central Florida Regional Planning Council

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August 15, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director SRK

SUBJECT: Transportation Improvement Program Comment - Florida Department of Transportation Response

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its July 11, 2022 meeting, the Metropolitan Transportation Planning Organization approved its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program. During the discussion of the draft Transportation Improvement Program, University of Florida staff (ex officio member) asked whether a State Road 26 streetlighting upgrade preliminary engineering project [2076583] could be advanced.

The Florida Department of Transportation has responded to the University of Florida query (see Exhibit 1). The Florida Department of Transportation response indicates that the project cannot be advanced at this time. However, the Florida Department of Transportation will evaluate whether any additional federal funding would enable this project to be advanced at a later date..

Attachment

EXHIBIT 1

From: Dixon,Linda B
To: Schwabacher, Mari
Cc: Taulbee, Karen; Knight, James; Brown, Achaia
Subject: RE: Project 2076583 Request for Advancement
Date: Monday, July 25, 2022 10:55:15 AM

Mari,
Thank you and the FDOT team for considering the request and for your continued vigilance on this safety issue.

Have a great week,
Linda

Linda B. Dixon, AICP
Director of Planning
Planning, Design & Construction Division
and
Director of Operations & Administration
UF Historic St. Augustine

University of Florida
245 Gale Lemerand Drive
P. O. Box 115050
Gainesville, FL 32611-5050

352-273-4010 phone

From: Schwabacher, Mari <Mari.Schwabacher@dot.state.fl.us>
Sent: Monday, July 25, 2022 10:42 AM
To: Dixon,Linda B <ldixon@UFL.EDU>
Cc: Taulbee, Karen <Karen.Taulbee@dot.state.fl.us>; Knight, James <James.Knight@dot.state.fl.us>; Brown, Achaia <Achaia.Brown@dot.state.fl.us>
Subject: Project 2076583 Request for Advancement

Linda,

The Department has considered your request to advance the lighting project on SR 26 (2076583) currently scheduled for FY 2024-25. Due to lack of availability of funds in prior years, we are unable to advance the project at this time. However, as the bipartisan infrastructure bill formulas and disbursements finalizes, it will certainly provide opportunities for projects to be advanced in the future. We will keep this project on the radar for any funding availability coming from the new bill in

the upcoming months. Please let me know if you have any questions.

Sincerely,

Mari Schwabacher *(she/her)*
Gainesville MTPO Liaison
North Florida MTPO Liaison
D2 Complete Streets Coordinator
Jacksonville Urban Office
904.360.5647

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August 15, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transit Ridership Status Report

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

On June 21, 2021, a Metropolitan Transportation Planning Organization member requested updated transit ridership information in order to monitor Covid-19 Pandemic-impacted transit ridership recovery. Subsequently, the Metropolitan Transportation Planning Organization:

- Discussed and approved its most recent annual ridership report for the Regional Transit System at its July 11, 2022 meeting; and
- Received a transit ridership status reports at its October 25, 2021, April 25, 2022 and July 11, 2022 meetings.

Below is the link to the Annual Transit Ridership Monitoring Report approved on July 11, 2022.

http://ncfrpc.org/mtpo/publications/Transit/2022/Transit_Ridership_Monitoring_Report_2021a.pdf

Exhibit 1 shows Pre-Covid-19 Pandemic Fiscal Year 2018-19 and Pre-Covid-19 Pandemic Fiscal Year 2019-20 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2019-20 sample transit ridership.

Exhibit 2 shows Covid-19 Pandemic-impacted Fiscal Year 2019-20 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2020-21 sample transit ridership.

Exhibit 3 shows Covid-19 Pandemic-impacted Fiscal Year 2020-21 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2021-22 sample transit ridership. This exhibit shows that ridership is recovering in Fiscal Year 2021-22.

Exhibit 4 shows Pre-Covid-19 Fiscal Year 2018-19 sample transit ridership contrasted with Covid-19 Pandemic-impacted plus Fare-Free Fiscal Year 2021-22 sample transit ridership through July 2022. This exhibit shows that ridership is recovering, but is significantly below Pre-Covid-19 Pandemic ridership.

Attachments

EXHIBIT 1

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2019-20

Pre-Covid-19 Pandemic Ridership

Fiscal Year 2019-20

Covid-19 Pandemic Ridership

Year	October	November	December	January	February	Sum	March	April	May	June	July	August	September	Sum
Route 1														
2018-19	57,729	45,187	33,612	49,493	44,741	230,762	45,494	45,715	40,318	36,374	40,586	48,590	49,474	306,551
2019-20	53,894	43,234	33,824	48,595	43,437	222,984	27,967	14,903	14,446	19,961	22,080	23,102	19,656	142,115
Ridership Percentage Change						**-3.37%**								**-53.64%**
Route 9														
2018-19	62,927	44,318	16,932	46,596	48,371	219,144	38,866	44,830	16,982	14,972	18,390	35,417	53,054	222,511
2019-20	61,789	44,225	17,949	54,315	53,366	231,644	12,648	1,194	939	1,265	1,410	2,079	5,328	24,863
Ridership Percentage Change						**5.70%**								**-88.83%**
Route 12														
2018-19	61,371	44,079	23,453	46,823	46,233	221,959	39,822	44,488	24,891	22,218	25,956	39,944	47,972	245,291
2019-20	56,108	41,878	22,499	49,368	48,322	218,175	17,817	4,121	3,673	4,471	5,194	5,884	8,714	49,874
Ridership Percentage Change						**-1.70%**								**-79.67%**
Route 20														
2018-19	95,974	70,089	35,864	77,928	79,744	359,599	67,709	77,050	50,881	45,356	56,389	68,388	85,809	451,582
2019-20	90,984	67,886	35,901	74,573	74,157	343,501	24,119	5,791	6,672	8,727	9,358	11,872	16,198	82,737
Ridership Percentage Change						**-4.48%**								**-81.68%**
Route 35														
2018-19	73,633	51,313	24,843	60,267	60,804	270,860	48,281	55,332	35,377	32,927	39,683	48,400	60,736	320,736
2019-20	68,404	49,687	25,794	56,747	56,463	257,095	18,754	4,394	5,303	7,277	7,582	8,608	12,665	64,583
Ridership Percentage Change						**-5.08%**								**-79.86%**

Percentage Ridership Decrease

Ridership Increase [Full Month]

EXHIBIT 2

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2020-21

Covid-19 Pandemic Ridership

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2019-20	**53,894**	43,234	33,824	48,595	43,437	27,967	14,903	14,446	19,961	22,080	23,102	19,656	365,099
2020-21	20,681	16,747	17,714	18,697	18,293	20,846	**18,745**	**16,351**	**17,051**	17,867	**23,108**	**26,385**	232,485
													-36.32%
Route 9													
2019-20	61,789	44,225	17,949	54,315	53,366	12,648	1,194	939	1,265	1,410	2,079	5,328	256,507
2020-21	5,213	3,490	2,613	5,626	7,453	7,953	**6,262**	**4,805**	**5,865**	**7,131**	**15,786**	**32,481**	104,678
													-59.19%
Route 12													
2019-20	56,108	41,878	22,499	49,368	48,322	17,817	4,121	3,673	4,471	5,194	5,884	8,714	268,049
2020-21	8,902	7,275	6,710	11,170	12,962	12,814	**12,022**	**11,519**	**11,286**	**11,858**	**24,022**	**33,545**	164,085
													-38.79%
Route 20													
2019-20	90,984	67,886	35,901	74,573	74,157	24,119	5,791	6,672	8,727	9,358	11,872	16,198	426,238
2020-21	17,708	14,351	12,030	19,023	21,737	25,227	**22,301**	**15,097**	**17,290**	**20,011**	**30,123**	**53,939**	268,837
													-36.93%
Route 35													
2019-20	**68,404**	49,687	25,794	56,747	56,463	18,754	4,394	5,303	7,277	7,582	8,608	12,665	321,678
2020-21	12,808	10,097	8,703	13,828	14,827	16,372	**14,453**	**9,688**	**9,941**	**10,901**	**21,202**	**37,262**	180,082
													-44.02%

Percentage Ridership Decrease

Ridership Increase [Full Month]

EXHIBIT 3

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2021-22

Covid-19 Pandemic Plus Fare-Free Ridership

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2020-21	20,681	16,747	17,714	18,697	18,293	20,846	14,903	14,446	17,051	17,867			177,245
2021-22	**24,956**	**20,475**	**20,100**	**20,632**	**22,011**	**24,642**	**23,995**	**24,412**	**24,315**	**23,758**			229,296
Ridership Percentage Change													**29.37%**
Route 9													
2020-21	5,213	3,490	2,613	5,626	7,453	7,953	1,194	939	1,265	1,410			37,156
2021-22	**26,184**	**25,425**	**12,283**	**19,996**	**27,414**	**23,499**	**20,591**	**8,177**	**9,064**	**9,753**			182,386
Ridership Percentage Change													**390.87%**
Route 12													
2020-21	8,902	7,275	6,710	11,170	12,962	12,814	4,121	3,673	4,471	5,194			77,292
2021-22	**27,098**	**24,798**	**15,456**	**24,998**	**29,317**	**26,291**	**25,100**	**14,008**	**15,970**	**17,166**			220,202
Ridership Percentage Change													**184.90%**
Route 20													
2020-21	17,708	14,351	12,030	19,023	21,737	25,227	5,791	6,672	8,727	9,358			140,624
2021-22	**46,568**	**40,093**	**21,250**	**29,295**	**45,140**	**39,114**	**35,266**	**19,739**	**21,324**	**21,603**			319,392
Ridership Percentage Change													**127.12%**
Route 35													
2020-21	12,808	10,097	8,703	13,828	14,827	16,372	4,394	5,303	7,277	7,582			101,191
2021-22	**32,792**	**24,004**	**14,684**	**27,295**	**26,962**	**24,332**	**22,799**	**13,515**	**15,746**	**15,741**			217,870
Ridership Percentage Change													**115.31%**

Percentage Ridership Decrease

Ridership Increase [Full Month]

EXHIBIT 4

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2018-19 - Fiscal Year 2021-22

Pre-Covid-19 Pandemic - Covid-19 Pandemic Plus Fare-Free Ridership Contrast

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318	36,374	40,586			439,249
2021-22	**24,956**	**20,475**	**20,100**	**20,632**	**22,011**	**24,642**	**23,995**	**24,412**	**24,315**	**23,758**			229,296
Ridership Percentage Change													**-47.80%**
Route 9													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390			353,184
2021-22	**26,184**	**25,425**	**12,283**	**19,996**	**27,414**	**23,499**	**20,591**	**8,177**	**9,064**	**9,753**			182,386
Ridership Percentage Change													**-48.36%**
Route 12													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956			379,334
2021-22	**27,098**	**24,798**	**15,456**	**24,998**	**29,317**	**26,291**	**25,100**	**14,008**	**15,970**	**17,166**			220,202
Ridership Percentage Change													**-41.95%**
Route 20													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356	56,389			656,984
2021-22	**46,568**	**40,093**	**21,250**	**29,295**	**45,140**	**39,114**	**35,266**	**19,739**	**21,324**	**21,603**			319,392
Ridership Percentage Change													**-51.39%**
Route 35													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683			482,460
2021-22	**32,792**	**24,004**	**14,684**	**27,295**	**26,962**	**24,332**	**22,799**	**13,515**	**15,746**	**15,741**			217,870
Ridership Percentage Change													**-54.84%**

Percentage Ridership Decrease

Ridership Increase [Full Month]

North Central Florida Regional Planning Council

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August 15, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Transportation Disadvantaged Program - Status Report

RECOMMENDATION

For Information Only.

BACKGROUND

Attached are the June 2022 - July 2022 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

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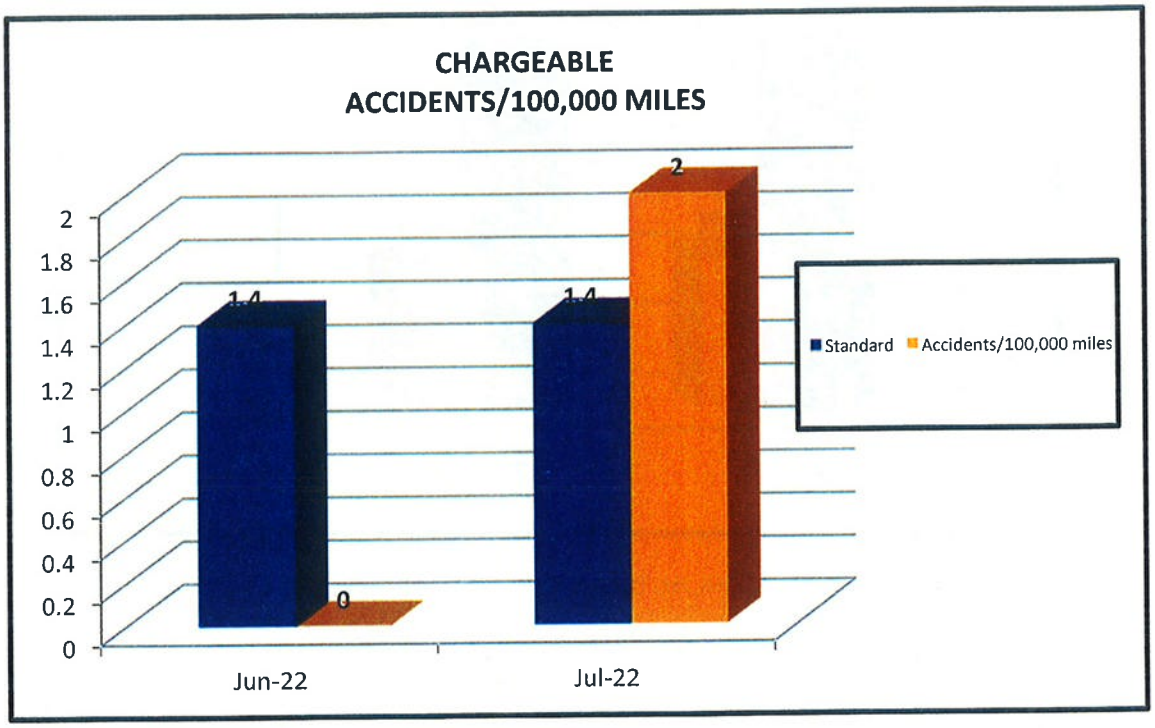
TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY JUNE 2022 - JULY 2022

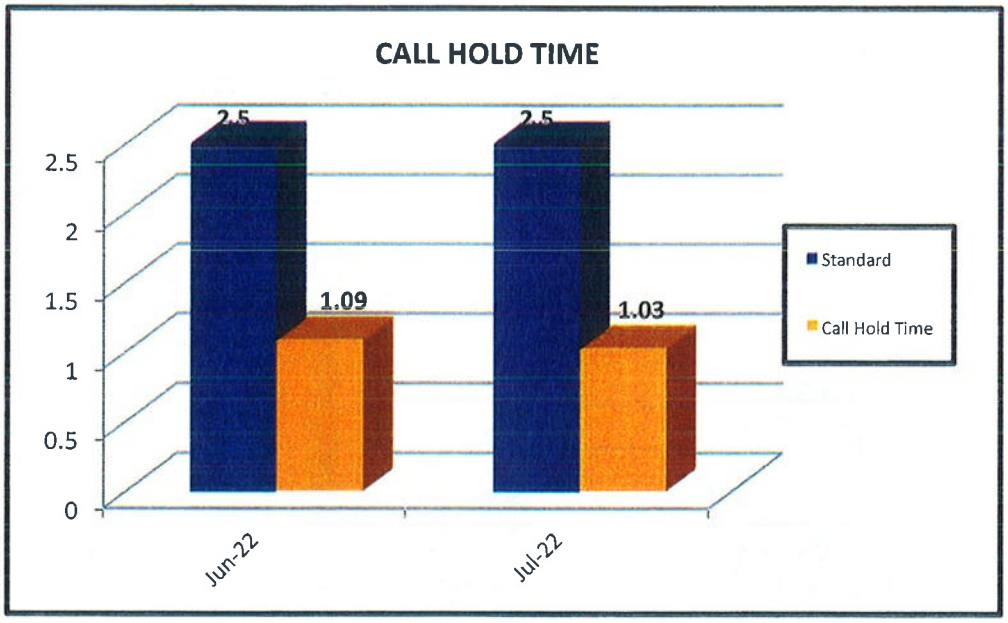
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Jun-22	1.4	0
Jul-22	1.4	2



Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JUNE 2022 - JULY 2022

MONTH	STANDARD	CALL HOLD TIME
Jun-22	2.5	1.09
Jul-22	2.5	1.03

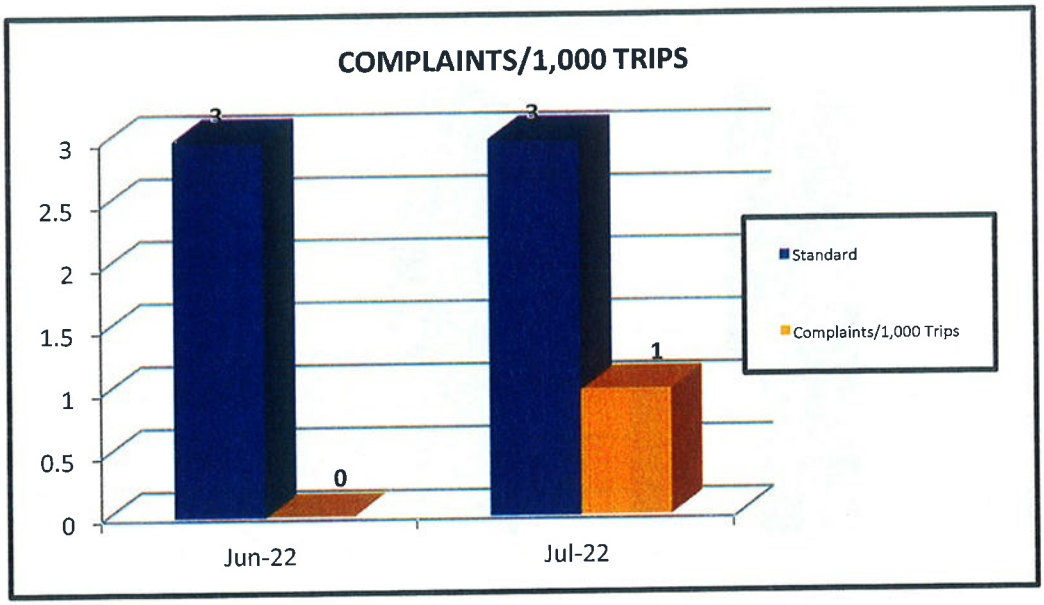


Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, JUNE 2022 - JULY 2022

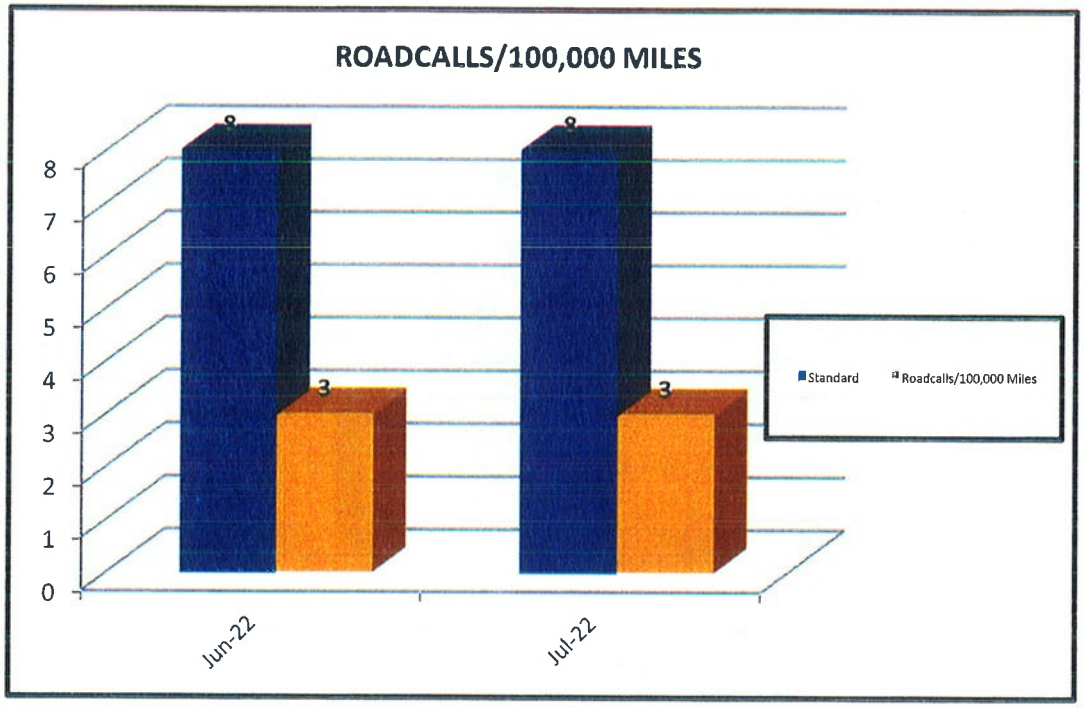
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jun-22	3	0
Jul-22	3	1



Source: MV Contract Transportation, Inc. Operations Report

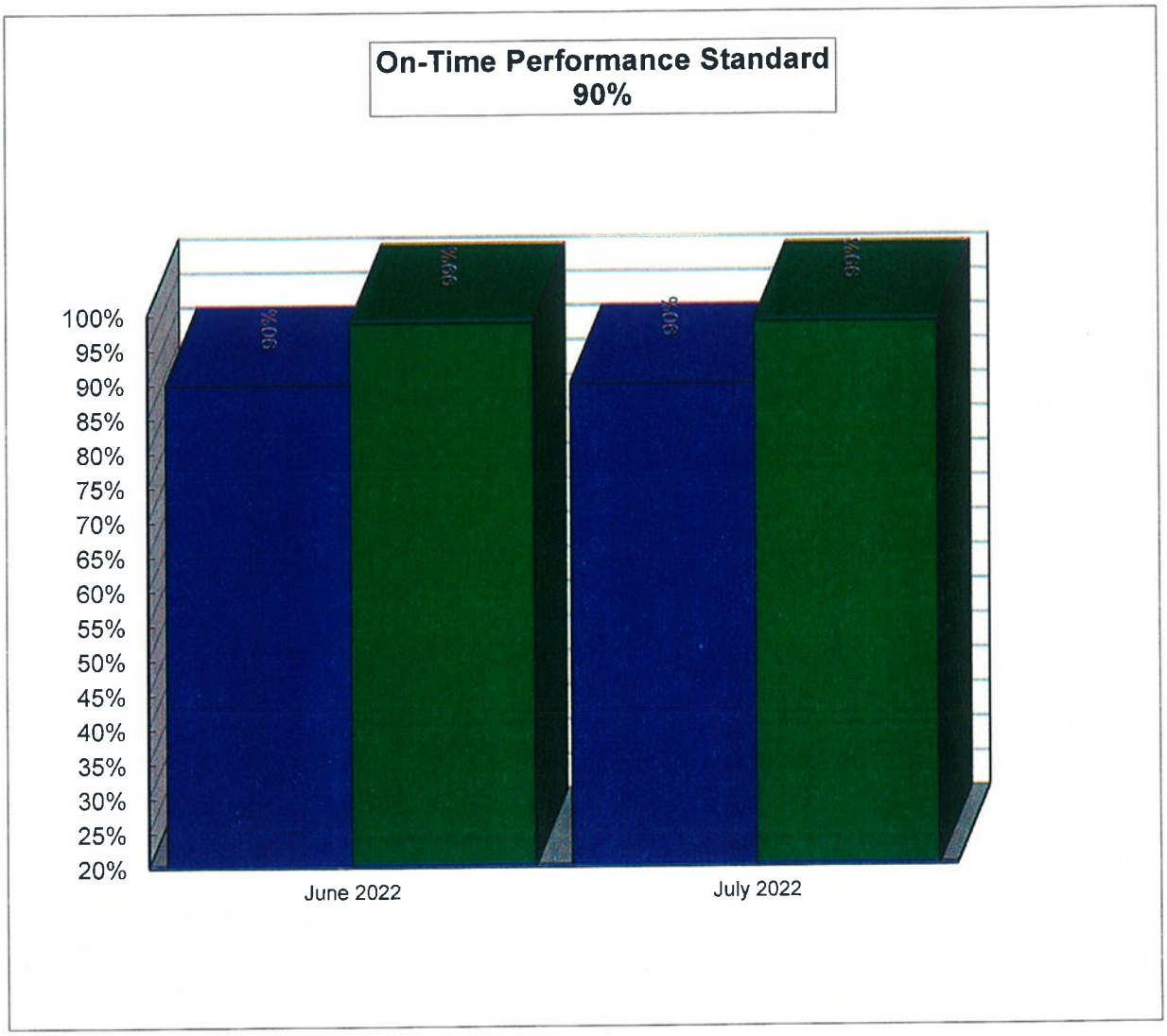
TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS
ALACHUA COUNTY, JUNE 2022 - JULY 2022

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jun-22	8	3
Jul-22	8	3



Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN
STANDARDS OF PERFORMANCE
ALACHUA COUNTY
June 2022 - July 2022



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

Meeting

Agenda

Enclosures

North Central Florida Regional Planning Council

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August 15, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation Improvement Program Amendments - Roll Forward Projects

JOINT RECOMMENDATION

The Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding into Fiscal Year 2022-23 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1.

Due to lack of a quorum, the Bicycle/Pedestrian Advisory Board did not meet.

ADDITIONAL STAFF RECOMMENDATION

Amend the Transportation Improvement Program to show updated Transportation Disadvantaged Trust Fund and local match funding (see Exhibit 2).

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to roll forward funding from Fiscal Year 2021-22 to Fiscal Year 2022-23 for the projects shown in Exhibit 1. This amendment is needed because funds for these projects were not committed by June 30, 2022 - the end of the state fiscal year. Roll forward projects within the Gainesville Metropolitan Area include:

- State Road 222 (NW 39th Avenue) from NW 92nd Court to NW 43rd Street Resurfacing [4470321];
- State Road 222 (NW 39th Avenue) from NW 43rd Street to NW 24th Boulevard Resurfacing [2076115];
- State Road 222 (NW 39th Avenue) from 100 feet west of NW 10th Street to 100 feet east of NW 10th Street Special Survey [4286821];
- SW 62nd Boulevard Corridor Right-of-Way Acquisition from State Road 24 (Archer Road) to State Road 26 (Newberry Road) [2113657];
- Interstate 75 (State Road 93) at State Road 121 (Williston Road) Interchange Modification - Add Lanes [4230713];
- State Road 26 (Newberry Road) from SW 75th Street (Tower Road) to SE 9th Street Streetlighting Modification [4398081];
- State Road 24 (Archer Road) Landscaping from SW 78th Street to SW 16th Street [4359291];
- State Road 24 (Waldo Road) from State Road 26 (West University Avenue) to State Road 222 (NE 39th Avenue) Streetlighting Modification [4394891];
- State Road 24 (Waldo Road) from State Road 26 (West University Avenue) to State Road 222 (NE 39th Avenue) Resurfacing [4394892];
- NE 53rd Avenue at Animal Services Drive Intersection Modification [4412191];
- SW 20th Avenue Sidewalk from SW 43rd Street to State Road 121 (SW 34th Street) [4412181];
- City of Gainesville Multiple Locations - Sidewalks [4472331];
- Gainesville Regional Transit System Section 5307 Formula Grant Operating Assistance [2155461];
- Alachua County Federal Section 5311 Rural Transit Funding [4272501];
- Alachua County Regional Transit System Transit Improvement Section 5339 [4415201]; and
- Gainesville Regional Transit System Transit Improvement Section 5339(B) [4415202].

Attachments

EXHIBIT 1

Florida Department of Transportation

RON DESANTIS
GOVERNOR

2198 Edison Avenue, MS 2806
Jacksonville, Florida 32204

JARED W. PERDUE, P.E.
SECRETARY

July 25, 2022

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

Re: FDOT Request: Amendments to the Gainesville MTPO Transportation Improvement Program (TIP) FY 2022/23 – 2026/27

Dear Scott:

The Florida Department of Transportation (FDOT) requests a Roll Forward Amendment to the FY 2022/23 – 2026/27 TIP. Please add the attached Roll Forward Amendment request for action by the TCC, CAC, and TPO Board meeting at their August meetings.

The Roll Forward Amendment represents those projects, or phases of projects, that were approved in the FY 2021/22 – 2025/26 TIP that were not authorized or begun prior to the beginning of the new fiscal year on July 1, 2022. These projects then "Roll Forward" into the first year of the new FY 2022/23 – 2026/27 TIP. The attached list (Exhibit A) contains the projects included in the Roll Forward Amendment.

Please contact me if you have any questions or need additional information for this request.

Sincerely,

Mari Schwabacher
Gainesville MTPO Liaison
FDOT District Two

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

ITEM NUMBER:207611 5 PROJECT DESCRIPTION:SR222(NW39TH AVE) FROM NW 43RD STREET TO NW 24TH BLVD *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26005000 PROJECT LENGTH: 1.867MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	7,606	14,952	0	0	0	0	0	22,558
DIH	0	90,232	0	0	0	0	0	90,232
DS	17,796	0	0	0	0	0	0	17,796
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	3,115,175	0	0	0	3,115,175
DIH	0	0	0	16,332	0	0	0	16,332
DS	0	0	0	977,400	0	0	0	977,400
SA	0	0	0	688,630	0	0	0	688,630
TOTAL 207611 5	**25,402**	**105,184**	**0**	**4,797,537**	**0**	**0**	**0**	**4,928,123**
TOTAL PROJECT:	**25,402**	**105,184**	**0**	**4,797,537**	**0**	**0**	**0**	**4,928,123**

ITEM NUMBER:207850 2 PROJECT DESCRIPTION:SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:26070000 PROJECT LENGTH: 4.031MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,294,452	0	0	0	0	0	0	1,294,452
DIH	308,092	39,334	0	0	0	0	0	347,426
DS	108,568	0	0	0	0	0	0	108,568
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,876,573	0	0	0	0	0	0	3,876,573
DIH	35,920	424,526	0	0	0	0	0	460,446
DS	1,668	0	0	0	0	0	0	1,668
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BNIR	0	2,999,700	0	0	0	0	0	2,999,700
DDR	122,752	19,361	1,608,809	0	0	0	0	1,750,922
DIH	165,945	66,031	0	0	0	0	0	231,976
DS	197,396	11,422	0	0	0	0	0	208,818
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ART	50,000	50,000	0	0	0	0	0	100,000
DDR	80,000	0	0	0	0	0	0	80,000
DI	0	0	0	0	0	0	5,000,001	5,000,001
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	0	0	0	0	0	0	32,446,653	32,446,653
DIH	0	0	0	0	0	0	578,292	578,292
LF	0	0	0	0	0	0	9,994	9,994
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	18,310	0	0	0	0	0	0	18,310
TOTAL 207850 2	**6,259,676**	**3,610,374**	**1,608,809**	**0**	**0**	**0**	**38,034,940**	**49,513,799**
TOTAL PROJECT:	**6,259,676**	**3,610,374**	**1,608,809**	**0**	**0**	**0**	**38,034,940**	**49,513,799**

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

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	7,800	0	0	0	0	0	0	7,800
HPP	1,106,745	4	0	0	0	0	0	1,106,749
LF	5,658,145	0	0	0	0	0	0	5,658,145
SA	247,434	3,074	0	0	0	0	0	250,508
TRIP	3,284,256	94,381	0	0	0	0	0	3,378,637
TRWR	1,131,470	674,391	0	0	0	0	0	1,805,861
TOTAL 211365 7	**11,435,850**	**771,850**	**0**	**0**	**0**	**0**	**0**	**12,207,700**
TOTAL PROJECT:	**11,435,850**	**771,850**	**0**	**0**	**0**	**0**	**0**	**12,207,700**

ITEM NUMBER:423071 3 PROJECT DESCRIPTION:I-75(SR93) @ SR121 *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:INTERCHANGE - ADD LANES
ROADWAY ID:26260000 PROJECT LENGTH: .444MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 1

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	151,358	0	0	0	0	0	0	151,358
DIH	49,678	0	0	0	0	0	0	49,678
DS	3,006	0	0	0	0	0	0	3,006
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	299,645	0	0	0	0	0	0	299,645
DI	999,052	0	0	0	0	0	0	999,052
DIH	87,187	196,514	0	0	0	0	0	283,701
DS	532,430	0	0	0	0	0	0	532,430
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	4,079,928	5,991,154	0	0	0	0	0	10,071,082
BNIR	0	154,836	0	0	0	0	0	154,836
DIH	0	246	0	0	0	0	0	246
DS	8,512	0	0	0	0	0	0	8,512
TOTAL 423071 3	**6,210,796**	**6,342,750**	**0**	**0**	**0**	**0**	**0**	**12,553,546**
TOTAL PROJECT:	**6,210,796**	**6,342,750**	**0**	**0**	**0**	**0**	**0**	**12,553,546**

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 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	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**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER:434318 2 PROJECT DESCRIPTION:SR200(US301) FROM THE MARION COUNTY LINE TO NORTH OF 203RD STREET *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26060000 PROJECT LENGTH: 3.000MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	3,151	11,993	0	0	0	0	0	15,144
DDR	0	350,000	0	0	0	0	0	350,000
DIH	0	40,577	0	0	0	0	0	40,577
DS	8,484	210,866	0	0	0	0	0	219,350
SA	0	151,554	0	0	0	0	0	151,554
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	0	0	0	5,088,890	0	0	0	5,088,890
DDR	0	0	0	1,428,070	0	0	0	1,428,070
DIH	0	0	0	25,445	0	0	0	25,445
SA	0	0	0	725,167	0	0	0	725,167
TOTAL 434318 2	**11,635**	**764,990**	**0**	**7,267,572**	**0**	**0**	**0**	**8,044,197**
TOTAL PROJECT:	**11,635**	**764,990**	**0**	**7,267,572**	**0**	**0**	**0**	**8,044,197**

ITEM NUMBER:435929 1 PROJECT DESCRIPTION:SR24(ARCHER RD) FROM: SW 78TH STREET TO: SW 16TH STREET *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:LANDSCAPING
ROADWAY ID:26090000 PROJECT LENGTH: 5.144MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	124,986	0	0	0	0	0	0	124,986
DIH	16,343	0	0	0	0	0	0	16,343
DS	257,456	0	0	0	0	0	0	257,456
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	815,956	0	0	0	0	0	0	815,956
DIH	59,934	3,178	0	0	0	0	0	63,112
DS	1,915	0	0	0	0	0	0	1,915
TOTAL 435929 1	**1,276,590**	**3,178**	**0**	**0**	**0**	**0**	**0**	**1,279,768**
TOTAL PROJECT:	**1,276,590**	**3,178**	**0**	**0**	**0**	**0**	**0**	**1,279,768**

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 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	619	0	0	0	0	0	0	619
DS	45,417	0	0	0	0	0	0	45,417
HSP	299,993	0	0	0	0	0	0	299,993
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	66,454	0	0	0	0	0	0	66,454
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	213,521	3,028	0	0	0	0	0	216,549
DDR	42,996	0	0	0	0	0	0	42,996
DIH	2,111	0	0	0	0	0	0	2,111
DS	24,429	0	0	0	0	0	0	24,429

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HSP	509,075	424	0	0	0	0	0	509,499
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	3,182	0	0	0	0	0	0	3,182
TOTAL 439489 1	**1,207,797**	**3,452**	**0**	**0**	**0**	**0**	**0**	**1,211,249**

ITEM NUMBER:439489 2 PROJECT DESCRIPTION:SR24(NE WALDO RD) FROM SR26 TO NORTH OF SR222 *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26050000 PROJECT LENGTH: 2.846MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	2,079	13,688	0	0	0	0	0	15,767
DDR	0	578,333	0	0	0	0	0	578,333
DIH	0	43,067	0	0	0	0	0	43,067
DS	22,849	96,109	0	0	0	0	0	118,958
SA	0	123,115	0	0	0	0	0	123,115
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	0	0	0	5,179,010	0	0	0	5,179,010
DDR	0	0	0	1,453,359	0	0	0	1,453,359
DIH	0	0	0	25,895	0	0	0	25,895
SA	0	0	0	738,009	0	0	0	738,009
TOTAL 439489 2	**24,928**	**854,312**	**0**	**7,396,273**	**0**	**0**	**0**	**8,275,513**
TOTAL PROJECT:	**1,232,725**	**857,764**	**0**	**7,396,273**	**0**	**0**	**0**	**9,486,762**

ITEM NUMBER:439808 1 PROJECT DESCRIPTION:SR26 FROM TOWER ROAD TO SE 9TH STREET *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:LIGHTING
ROADWAY ID:26070000 PROJECT LENGTH: 6.587MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	63,756	0	0	0	0	0	0	68,756
DS	82,993	0	0	0	0	0	0	82,993
HSP	184,321	2,448	0	0	0	0	0	186,769
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPA	5,000	0	0	0	0	0	0	5,000
DDR	23,935	0	0	0	0	0	0	29,935
DIH	87	99,913	0	0	0	0	0	100,000
DS	10,502	0	0	0	0	0	0	10,502
TOTAL 439808 1	**381,594**	**102,361**	**0**	**0**	**0**	**0**	**0**	**483,955**
TOTAL PROJECT:	**381,594**	**102,361**	**0**	**0**	**0**	**0**	**0**	**483,955**

ITEM NUMBER:441218 1 PROJECT DESCRIPTION:SW 20TH AVENUE FROM: SW 43RD STREET TO: SW 34TH STREET *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:SIDEWALK
ROADWAY ID:26506001 PROJECT LENGTH: 1.034MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY								
HSP	114,672	0	0	0	0	0	0	114,672
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	586	673	0	0	0	0	0	1,259

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY								
ACSS	442,179	0	0	0	0	0	0	442,179
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	5,853	5,147	0	0	0	0	0	11,000
TOTAL 441218 1	**563,290**	**5,820**	**0**	**0**	**0**	**0**	**0**	**569,110**
TOTAL PROJECT:	**563,290**	**5,820**	**0**	**0**	**0**	**0**	**0**	**569,110**

ITEM NUMBER:441219 1
DISTRICT:02
ROADWAY ID:26000110

PROJECT DESCRIPTION:NE 53RD AVE @ ANIMAL SERVICES DRIVE
COUNTY:ALACHUA
PROJECT LENGTH: .100MI

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY								
ACID	84,775	0	0	0	0	0	0	84,775
ACSS	372	0	0	0	0	0	0	372
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	653	1,743	0	0	0	0	0	2,396
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY								
ACSA	5,381	0	0	0	0	0	0	5,381
ACSS	634,441	0	0	0	0	0	0	634,441
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	5,381	0	0	0	0	0	0	5,381
ACSS	0	10,762	0	0	0	0	0	10,762
TOTAL 441219 1	**731,003**	**12,505**	**0**	**0**	**0**	**0**	**0**	**743,508**
TOTAL PROJECT:	**731,003**	**12,505**	**0**	**0**	**0**	**0**	**0**	**743,508**

ITEM NUMBER:443258 1
DISTRICT:02
ROADWAY ID:26080000

PROJECT DESCRIPTION:SR20(SE HAWTHORNE ROAD) FROM: CR325 TO: WEST OF US301
COUNTY:ALACHUA
PROJECT LENGTH: 5.375MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	21,968	0	0	0	0	0	0	21,968
DDR	721,471	0	0	0	0	0	0	721,471
DS	71,274	0	0	0	0	0	0	71,274
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	5,970,502	0	0	0	0	0	0	5,970,502
ACSA	429,955	0	0	0	0	0	0	429,955
DDR	158,314	0	0	0	0	0	0	158,314
DIH	0	15,390	0	0	0	0	0	15,390
DS	24,767	0	0	0	0	0	0	24,767
SA	215,035	120,050	0	0	0	0	0	335,085
TOTAL 443258 1	**7,613,286**	**135,440**	**0**	**0**	**0**	**0**	**0**	**7,748,726**
TOTAL PROJECT:	**7,613,286**	**135,440**	**0**	**0**	**0**	**0**	**0**	**7,748,726**

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ITEM NUMBER:447005 1
DISTRICT:02
ROADWAY ID:26050065

PROJECT DESCRIPTION:PUSHBUTTON SR24 FROM SEYDEL STREET TO US 301
COUNTY:ALACHUA
PROJECT LENGTH: .603MI

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,000	0	0	0	0	0	1,000
TOTAL 447005 1	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,000**
TOTAL PROJECT:	**0**	**1,000**	0	0	**0**	**0**	**0**	**1,000**

ITEM NUMBER:447032 1
DISTRICT:02
ROADWAY ID:26005000

PROJECT DESCRIPTION:SR222(39TH AVE) FROM NW 92ND CT TO NW 43RD ST
COUNTY:ALACHUA
PROJECT LENGTH: 3.293MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	157,949	0	0	0	0	0	0	157,949
DDR	868,755	0	0	0	0	0	0	868,755
DIH	0	44,068	0	0	0	0	0	44,068
DS	13,891	0	0	0	0	0	0	13,891
SA	3,456	122,245	0	0	0	0	0	125,701
PHASE: CONSTRUCTION / RESPONSIELE AGENCY: MANAGED BY FDOT								
ACNR	0	0	4,418,337	0	0	0	0	4,418,337
DDR	0	0	2,200,921	0	0	0	0	2,200,921
DIH	0	0	55,784	0	0	0	0	55,784
DS	0	0	632,507	0	0	0	0	632,507
SA	0	0	157,806	0	0	0	0	157,806
TOTAL 447032 1	**1,044,051**	**166,313**	**7,465,355**	**0**	**0**	**0**	**0**	**8,675,719**
TOTAL PROJECT:	**1,044,051**	**166,313**	**7,465,355**	**0**	0	0	0	**8,675,719**

ITEM NUMBER:447233 1
DISTRICT:02
ROADWAY ID:26000000

PROJECT DESCRIPTION:CITY OF GAINESVILLE; MULTIPLE LOCATIONS
COUNTY:ALACHUA
PROJECT LENGTH: 1.000MI

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
TALL	51,954	8,750	0	0	0	0	0	60,704
TALT	506,851	5,000	0	0	0	0	0	511,851
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	0	61,195	0	0	0	0	0	61,195
TALT	5,060	37,690	0	0	0	0	0	42,750
TOTAL 447233 1	**563,865**	**112,635**	**0**	**0**	**0**	**0**	**0**	**676,500**
TOTAL PROJECT:	**563,865**	**112,635**	**0**	0	0	**0**	**0**	**676,500**

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ITEM NUMBER:447629 4 PROJECT DESCRIPTION:SR45 AT SW 15TH AVE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26030000 PROJECT LENGTH: .088MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,001	0	0	0	0	0	1,001
TOTAL 447629 4	**0**	**1,001**	**0**	**0**	**0**	**0**	**0**	**1,001**
TOTAL PROJECT:	**0**	**1,001**	**0**	**0**	**0**	**0**	**0**	**1,001**
TOTAL DIST: 02	**37,357,057**	**12,995,316**	**9,074,164**	**19,461,382**	**0**	**0**	**38,034,940**	**116,922,859**
TOTAL HIGHWAYS	**37,357,057**	**12,995,316**	**9,074,164**	**19,461,382**	**0**	**0**	**38,034,940**	**116,922,859**

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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 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DS	1	0	0	0	0	0	0	1
FTA	5,600,000	1,800,000	0	0	0	0	0	7,400,000
LF	5,600,000	1,800,000	0	0	0	0	0	7,400,000
TOTAL 215546 1	**11,200,001**	**3,600,000**	**0**	**0**	**0**	**0**	**0**	**14,800,001**
TOTAL PROJECT:	**11,200,001**	**3,600,000**	**0**	**0**	**0**	**0**	**0**	**14,800,001**

ITEM NUMBER:427250 1 PROJECT DESCRIPTION:ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
DU	1,196.794	744,135	388,893	400,560	412,577	424,954	0	3,567,913
LF	1,563.363	377,566	388,893	400,560	412,577	424,954	0	3,567,913
TOTAL 427250 1	**2,760,157**	**1,121,701**	**777,786**	**801,120**	**825,154**	**849,908**	**0**	**7,135,826**
TOTAL PROJECT:	**2,760,157**	**1,121,701**	**777,786**	**801,120**	**825,154**	**849,908**	**0**	**7,135,826**

ITEM NUMBER:441520 1 PROJECT DESCRIPTION:ALACHUA CO RTS TRANSIT IMPROVEMENT SECTION 5339 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRANSIT IMPROVEMENT
EX DESC:ALACHUA COUNTY; FUNDING ALLOCATION 80/20 = $364,001/$91,000

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
FTA	1,092,003	728,002	364,001	364,001	364,001	364,001	0	3,276,009
LF	273,000	182,000	91,000	91,000	91,000	91,000	0	819,000
TOTAL 441520 1	**1,365,003**	**910,002**	**455,001**	**455,001**	**455,001**	**455,001**	**0**	**4,095,009**

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DATE RUN: 07/05/2022
TIME RUN: 10.53.54
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ITEM NUMBER:441520 2 PROJECT DESCRIPTION:GAINESVILLE RTS SECTION 5339(B) TRANSIT IMPROVEMENT *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRANSIT IMPROVEMENT
EX DESC:GAINESVILLE RTS: $10,660,817; TOLL REVENUE CREDITS AS MATCH TO FEDERAL GRANT

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

	FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE									
	FTA	0	10,660,817	0	0	0	0	0	10,660,817
TOTAL 441520 2		**0**	**10,660,817**	**0**	**0**	**0**	**0**	**0**	**10,660,817**
TOTAL PROJECT:		**1,365,003**	**11,570,819**	**455,001**	**455,001**	**455,001**	**455,001**	**0**	**14,755,826**
TOTAL DIST: 02		**15,325,161**	**16,292,520**	**1,232,787**	**1,256,121**	**1,280,155**	**1,304,909**	**0**	**36,691,653**
TOTAL TRANSIT		**15,325,161**	**16,292,520**	**1,232,787**	**1,256,121**	**1,280,155**	**1,304,909**	**0**	**36,691,653**
GRAND TOTAL		52,682,218	29,287,836	10,306,951	20,717,503	1,280,155	1,304,909	38,034,940	153,614,512

EXHIBIT 2

Transportation Disadvantaged Element Projects		Phase	Fiscal Year (FY) Costs ($000) / Project Phase (see Table 2) Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	Fund Code Table 1
MV Transportation											
Type Work	Transportation Disadvantaged Grant	Operations	4,740	62 OPS	-	-	-	-	-	5,425	LF
Map Number	-			623 OPS							TDTF
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Transportation Disadvantaged Commission grant funding for provision of trips										
FDOT Finance Number	43202718401										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	-										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	-										
Target Achievement	RTS-A										
Federal Funds	No	All Phases	4,740							5,425	
Type Work	Transportation Disadvantaged Grant	Operations	0.02	0.01 OPS	-	-	-	-	-	0.0	LF #
Map Number	-		1	0.08 OPS						1.1	TDTF #
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Transportation Disadvantaged Commission Grant-Voluntary Dollar										
FDOT Finance Number	43202718401										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	-										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	-										
Target Achievement	RTS-A										
Federal Funds	No	All Phases	1							1.1	

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North Central Florida Regional Planning Council

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August 15, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director SRK

SUBJECT: Strategic Intermodal System Update

STAFF RECOMMENDATION

Receive Presentation.

BACKGROUND

The Metropolitan Transportation Planning Organization received a request from the Florida Department of Transportation concerning the update of the Strategic Intermodal System Plan. Below is the link to the Florida Department of Transportation Strategic Intermodal System:

https://www.fdot.gov/planning/sis/default.shtm

Exhibit 1 shows the Strategic Intermodal System projects included in the adopted 2045 Cost Feasible Plan.

Attached are the following exhibits from the Florida Department of Transportation Strategic Intermodal System webpage;

Exhibit 2 - Strategic Intermodal System webpage excerpt;
Exhibit 3 - Strategic Intermodal System Funding Strategy; and
Exhibit 4 - Strategic Intermodal System Policy Plan - March 2022.

Attachments

EXHIBIT 1

YEAR 2045 LONG-RANGE TRANSPORTATION PLAN
ADOPTED COST FEASIBLE PLAN 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

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

EXHIBIT 2

Florida's Strategic Intermodal System (SIS)

Chief Planner
Huiwei Shen

605 Suwannee Street
Tallahassee, FL 32399

Tel: 850-414-4900
Fax: 850-414-5239
E-Mail Us

Additional Contacts
SIS Directory

Resources
News
2022 Policy Plan
SIS Public Comment
Funding Strategy
Other Resources

Welcome

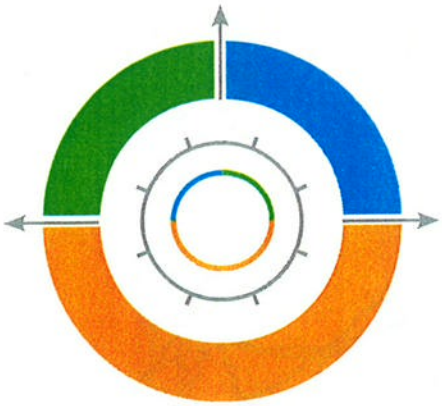
The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan.

For information related to SIS policy, designation or implementation contact

Gerald Goosby, SIS Planning Manager at (850) 414-4287

Jennifer King, Senior Transportation Planner and SIS Contract Manager at (850) 414-4906 or

Dean Rogers, Statewide SIS Coordinator at (850) 414-5348



SIS Funding Strategy

The FDOT Systems Implementation Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight.

The combined document set illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

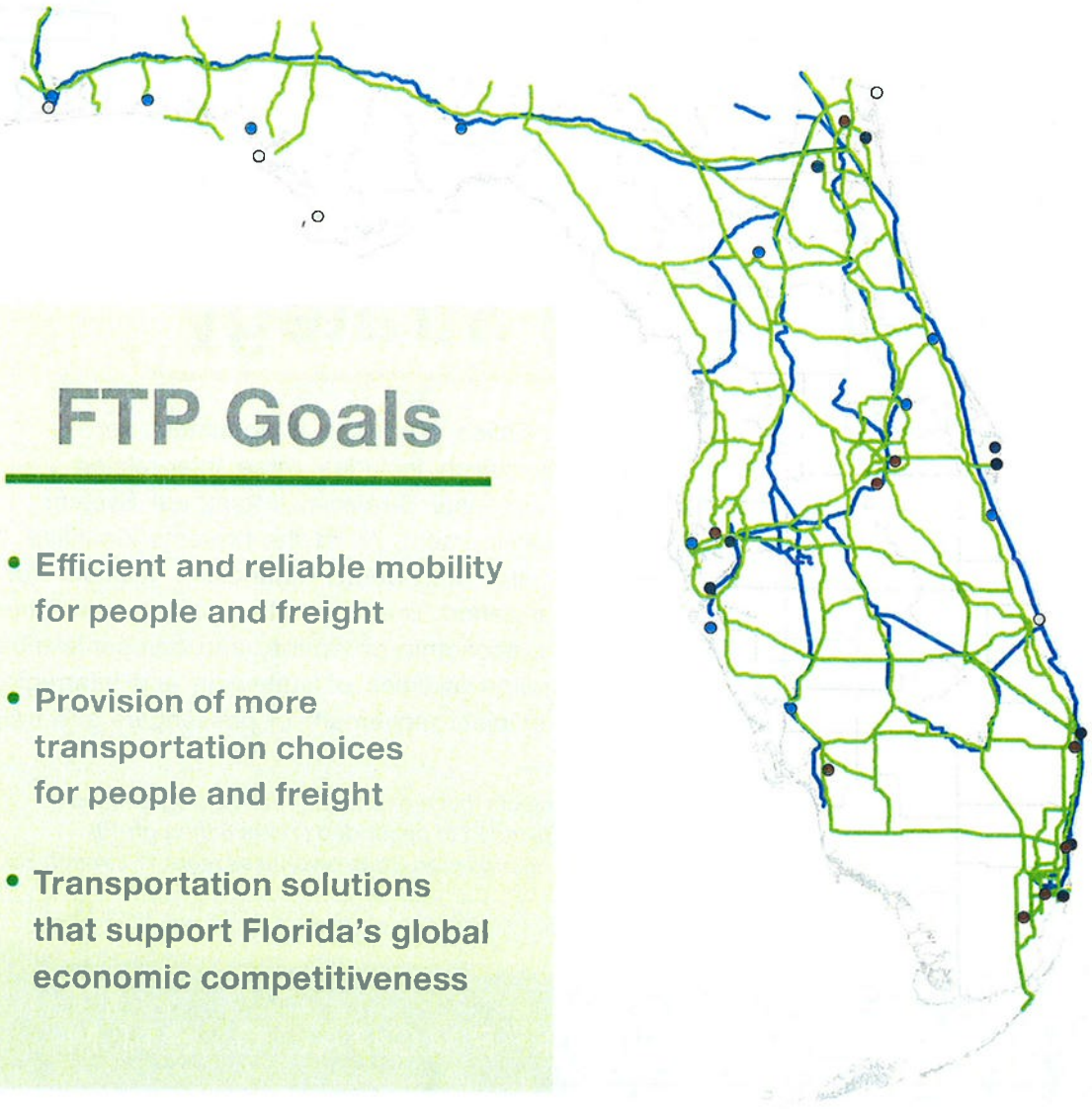
STRATEGIC INTERMODAL SYSTEM

Strategic Intermodal System (SIS)

The SIS was established by the Florida Legislature in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance and is focused on the efficient movement of passengers and freight. All of the projects included in the SIS Funding Strategy are improvements to eligible SIS transportation facilities.

SIS Objectives

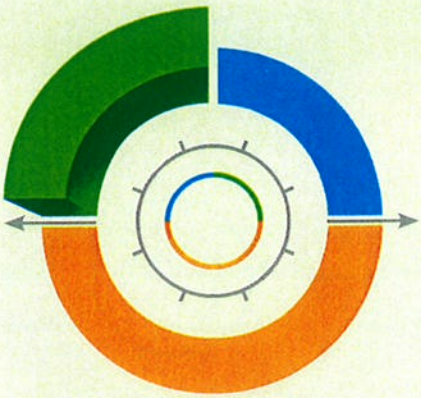
Interegional Connectivity · Intermodal Connectivity · Economic Development



FTP Goals

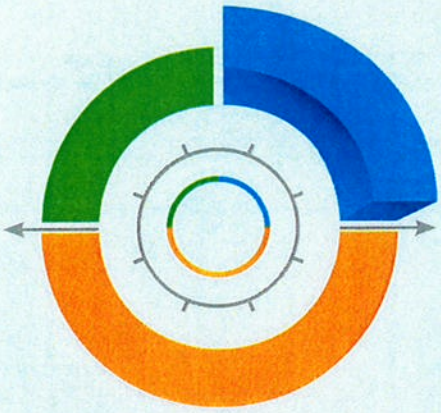
- Efficient and reliable mobility for people and freight
- Provision of more transportation choices for people and freight
- Transportation solutions that support Florida's global economic competitiveness

First Five Year Plan



The First Five Year Plan illustrates capacity projects on the SIS that are funded by the Legislature in the FDOT Adopted Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 Years.

UPDATE CYCLE: The Work Program is legislatively adopted, effective July 1 each year with the start of the new fiscal year.

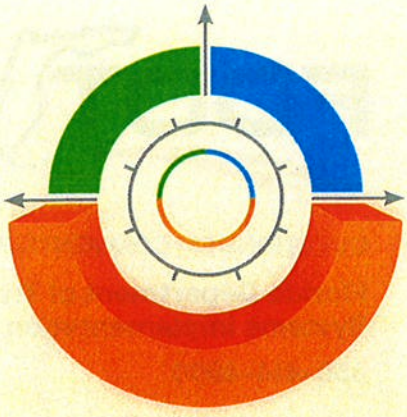


Second Five Year Plan

The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. Projects in this plan could move forward into the First Five Year Plan as funds become available.

UPDATE CYCLE: Typically updated annually, usually in late Fall following the First Five Plan update.

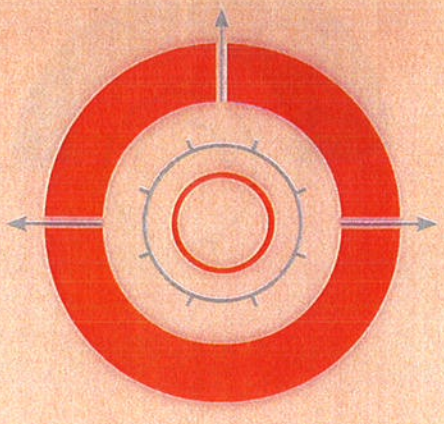
Cost Feasible Plan



The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (Years 11 to 25) of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections.

UPDATE CYCLE: Typically updated every 3 to 5 years as new revenue forecasts become available.

Unfunded Needs Plan



The FDOT Systems Implementation Office also produces a fourth document which is related to, but not part of, the SIS Funding Strategy. The Unfunded Needs Plan identifies transportation projects on the SIS that help meet mobility needs, but where funding is not expected to be available during the 25 year time period of the SIS Funding Strategy. Projects in the unfunded needs plan could move forward into the SIS Funding Strategy as funds become available.

UPDATE CYCLE: Typically updated every 5 years.

FDOT

QUESTIONS OR COMMENTS PLEASE CONTACT:

Florida Department of Transportation
Systems Implementation Office

850-414-4900

www.dot.state.fl.us/planning/systems

STRATEGIC INTERMODAL SYSTEM

Policy Plan

March 2022

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EXECUTIVE SUMMARY

Nearly 20 years ago, the state of Florida transformed its transportation planning and investment process by creating the Strategic Intermodal System (SIS). The SIS is a high priority network of transportation facilities that plays a vital role in supporting Florida's economy. The SIS was established to focus resources on transportation facilities of statewide and interregional significance.

Almost two decades later, the SIS represents the backbone of the state's overall transportation system because of the vital role it plays in moving both people and goods. Florida's diverse population and growing economy is increasing the importance of the SIS as Florida becomes a global hub for trade, tourism, and investment. The airports, spaceports, seaports, waterways, rail corridors and terminals, urban fixed guideway transit corridors, and highways designated as part of the SIS are the workhorses of Florida's transportation system, accounting for more than two-thirds of all vehicle miles traveled (VMT) on the State Highway System and nearly all passengers and freight moving via air, water, and rail.

The Florida Department of Transportation (FDOT) has invested more than $13 billion of state and federal funding into the SIS since it was created in 2003. These investments, leveraged with additional regional, local, and private sector funding, have benefited the state's economy and communities by supporting **three (3) objectives:**

Interregional Connectivity

Ensure the efficiency and reliability of multimodal transportation connectivity among Florida's regions and between Florida and other states and countries.

Intermodal Connectivity

Expand transportation choices and integrate modes for interregional and regional trips.

Economic Development

Provide transportation systems to support statewide and regional economic development.

As the state's economy and communities continue to evolve, the SIS must adapt to meet the needs of current and future generations. This update of the SIS Policy Plan reaffirms the statutory intent and objectives of the SIS, while at the same time strengthens direction in **three (3) cross-cutting policy areas:**

Redefining "capacity"

This plan broadens the meaning of the term from traditional physical capacity (such as adding lanes) to a variety of approaches for enhancing throughput of people and freight. It also recognizes the importance of maintaining capacity over time by planning and adapting infrastructure in preparation for extreme weather events, coastal and inland flooding, and other hazards.

Increasing flexibility in how the SIS is implemented

This plan commits to updating project eligibility guidance and prioritization processes to recognize the needs of major urban, developing urban, and rural areas across the state. This will allow the SIS to address unique regional and local needs that impact interregional and statewide travel through a holistic planning approach. As part of this shift, FDOT will provide for greater flexibility in its investment decision-making process to advance emerging mobility and safety solutions on SIS facilities. FDOT will also provide greater flexibility for funding improvements on regionally significant facilities not designated as part of the SIS that would improve overall performance of the SIS.

Improving the balance between statewide and regional needs and priorities

This plan reaffirms the statutory intent to focus SIS designation on facilities important for statewide and interregional travel, while recognizing that many of these facilities also play important regional and local functions. The plan highlights the importance of collaborative planning to identify strategies and projects that advance both statewide and regional goals, such as reducing congestion and delay in urban areas and improving connectivity in rural areas. Additional strategies could include creating the foundation for an interconnected statewide passenger rail and transit system that provides more options for long-distance trips.

In support of these three major cross-cutting policy areas, the SIS Policy Plan also identifies implementation strategies related to five (5) focus areas:

1. **Safety** — Committing to a vision of zero fatalities and serious injuries on SIS facilities.
2. **Resilience** — Identifying and mitigating vulnerabilities for the SIS network.
3. **Technology and Innovation** — Leveraging new technologies and business models to improve the overall performance of the SIS network.
4. **Urban Mobility and Connectivity** — Improving interregional and regional travel in urban areas.
5. **Rural Mobility and Connectivity** — Improving interregional and regional travel in rural areas.

By implementing these policy changes, FDOT is committed to improving the overall performance and function of the SIS for Florida's residents, visitors, and businesses.

FTP/SIS POLICY FRAMEWORK

FTP POLICY ELEMENT

December 2020

The Florida Transportation Plan (FTP) 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, FDOT and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The FTP includes seven goals to guide transportation planning decisions.

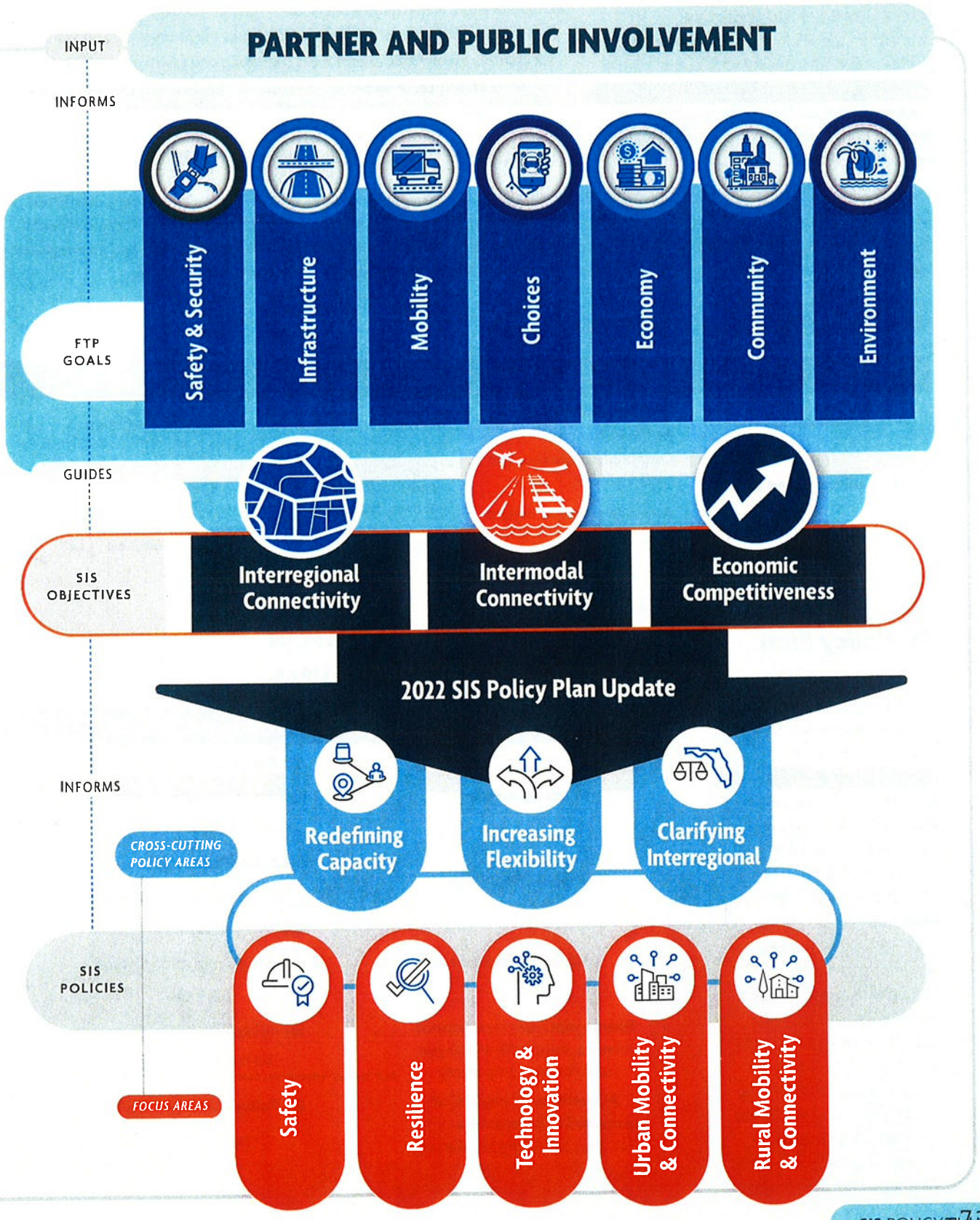
SIS POLICY PLAN

March 2022

The SIS Policy Plan establishes the policy framework for planning and managing the SIS network, the high priority network of transportation facilities important to the state's economic competitiveness. The plan describes objectives, cross-cutting policy areas, focus areas, and strategies to guide FDOT and transportation partners statewide in accomplishing the vision and goals of the SIS. The SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the current FTP Policy Element.

FDOT

For more information regarding the SIS Policy Plan, please contact:
FDOT Systems Implementation Office
(850) 414-4900
www.fdot.gov/planning/systems


INPUT
PARTNER AND PUBLIC INVOLVEMENT
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Increasing Flexibility
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Urban Mobility & Connectivity
Rural Mobility & Connectivity

BACKGROUND

Statutory Intent

Florida's Governor and Legislature established the SIS in 2003 to enhance Florida's economy, quality of life, and environmental stewardship by focusing state resources on the transportation facilities most critical for statewide and interregional travel.

> *"... the Legislature declares that the designation of a strategic intermodal system, composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship. To that end, it is the intent of the Legislature that the Strategic Intermodal System consist of transportation facilities that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system." (S. 339.61, F.S.)*

A key concept within the legislation creating the SIS, as well as the recommendations of a 41-member Steering Committee whose report served as the basis for the legislation creating the SIS, was that the SIS would become one of three elements of Florida's entire transportation system. As such the SIS would focus investments on facilities of statewide and interregional significance that connect with systems of regional or local significance to enable complete end-to-end trips.

FLORIDA'S TRANSPORTATION SYSTEM

	SIS	Regional	Local
As defined by...	• Statewide and interregional significance	• Intraregional significance	• Local significance
Designated based on...	• Quantitative passenger and freight activity • Access to economic regions	• Regional objectives and priorities (transportation activity, access, etc.)	• All other facilities
Led by...	• State	• Regional partners	• Local partners

SIS Policy Plan

Florida Statute requires FDOT to develop and regularly update the SIS Plan with input from transportation partners and the public. FDOT has met this requirement through the development of a collection of documents. The SIS Policy Plan identifies objectives, cross-cutting policy areas, focus areas, and implementation strategies to guide planning and investment decisions over the next five (5) years. Additional documents include designation criteria, funding eligibility guidelines, maps of SIS facilities, a multimodal unfunded needs plan, and a funding strategy.

STRATEGIC INTERMODAL SYSTEM PLAN STATUTORY REQUIREMENTS, F.S. 339.64

Required Elements	Where Addressed
Needs assessment	**SIS Policy Plan** *(policy direction)* Multimodal Unfunded Needs Plan Funding Eligibility Guidance
Prioritization process	**SIS Policy Plan** *(policy direction)* Funding Eligibility Guidance
Map of SIS facilities	**SIS Policy Plan** *(policy direction)* Adopted Designation Criteria SIS Atlas
Finance plan based on anticipated revenues, including 10- and 20-year cost feasible components	**SIS Policy Plan** *(policy direction)* SIS Funding Strategy* *(First Five Year Adopted Plan, Second Five Year Approved Plan, SIS Cost Feasible Plan)*
Assessment of impacts of proposed improvements to SIS corridors on military installations	**SIS Policy Plan** *(policy direction)* Periodic Study

HISTORY OF THE SIS

2000 The 2000 FTP, developed by FDOT with input from more than 30 statewide partners, calls for development of the SIS.

2002 A 41-member Steering Committee issues final report to the Governor, Legislature, and Secretary of Transportation with recommendations for creating the SIS.

2003 Governor signs legislation formally creating the SIS and adopting the designation policies recommended by the Steering Committee.

2004 Legislation makes all SIS facilities eligible for state transportation funding and identifies revenue sources for annual SIS funding; initial SIS projects funded.

2005 FDOT submits initial SIS Strategic Plan to Governor and Legislature; legislation authorizes use of a portion of documentary stamp proceeds to provide additional funding for SIS projects supporting growth management goals and directs FDOT to evaluate the connectivity between the SIS and military facilities and the impact of SIS investments on military facilities.

2006 FDOT completes first SIS Multimodal Unfunded Needs Plan.

2007 Legislation clarifies SIS designation processes, expands the potential role of public-private partnerships, and adds criteria for general aviation airports serving as relievers to SIS airports.

2009 FDOT completes first SIS Cost Feasible Plan.

2010 FDOT updates the SIS Strategic Plan, which creates new designation criteria for urban fixed guideway transit corridors and terminals, military access facilities, and hub-to-hub connectors.

2011 Legislation directs the SIS to identify existing or planned facilities that significantly improve the state's competitive position to compete for the movement of additional goods into and through the state.

2012 Legislation directs the SIS to include criteria for designating Intermodal Logistics Centers (ILCs).

2016 FDOT renames the SIS Strategic Plan as the SIS Policy Plan and realigns its update schedule to follow the update of the FTP in 2015, with guidance from the Steering Committee.

2022 FDOT updates the SIS Policy Plan to strengthen direction for redefining capacity, increasing flexibility in how the SIS is implemented, and improving the balance between statewide and regional needs and priorities.

PLAN DEVELOPMENT PROCESS

The goals and objectives of the FTP, FDOT's Vital Few initiative, and input from transportation partners and the public guided the development of this SIS Policy Plan update.

Partner and Public Involvement

Partner and public involvement are key to the success of all transportation plans. Statutory requirements call for FDOT to provide metropolitan planning organizations (MPOs), regional planning councils (RPCs), local governments, transportation providers, affected public agencies, and residents with an opportunity to participate in the development of the SIS Policy Plan update. More significantly, this on-going commitment aimed at collaboration and engagement recognizes the benefits of working together to foster meaningful participation throughout the plan update process.

FTP/SIS Implementation Committee

36 Members **4 Sub-Committees**

The SIS Policy Plan update process builds upon the work of the 36-member FTP Steering/Implementation Committee, which provided overall guidance for the FTP and remained together to support FTP implementation. The committee includes local, regional, state, and federal agencies; modal partners; business and economic development organizations; environmental and community partners; and other organizations involved in planning and managing Florida's transportation system. FDOT staff consulted with the FTP Steering/Implementation Committee on the general direction of this SIS Policy Plan update. In addition, the committee established four (4) sub-committees or working groups to review trends and develop detailed strategies related to safety; resilience, environmental issues, and technology (focused on automated, connected, electric, and shared [ACES] vehicles). Input received from these sub-committees or working groups shaped strategies for both the FTP and the SIS Policy Plan.

Over 1,800 Participants in over 65 Briefings

Additional Statewide, Regional, and Local Partners

During the development of this SIS Policy Plan, FDOT staff reached out to MPOs, RPCs, local governments, and modal partners through a combination of executive-level staff meetings, presentations at regularly scheduled meetings, and other input forums. Specifically, FDOT staff engaged in targeted outreach with the Metropolitan Planning Organization Advisory Council (MPOAC) and interested MPOs to discuss opportunities and challenges being faced by specific regions of the state.

Throughout the update process, FDOT gathered input from partners at more than 65 briefings during regularly scheduled or specifically convened partner meetings. Together, these events involved more than 1,800 participants.

Additional Public Input Opportunities

In addition, partners and the public were invited to the SIS Virtual Room, an online workshop experience, to provide input on the objectives, focus areas, and strategies for the plan update. A statewide webinar was held in December to kick-off the 30-day public comment period. Following the webinar, the Virtual Room shifted to a public comment platform showcasing the draft plan and offering an opportunity for public comment. In total, the Virtual Room welcomed over 760 visitors and received over 140 comments. These comments were addressed in this final plan.

760+ Virtual Visitors

140+ Total Public Comments

The tables below show how the FTP goals and FDOT's Vital Few initiative are supported by the SIS Policy Plan. Based on review of the existing SIS Policy Plan and its implementation, review of the updated FTP, and input from external partners and the public, FDOT identified three cross-cutting policy areas and five focus areas as an emphasis of this SIS Policy Plan. The three cross-cutting policy areas are redefining capacity, increasing flexibility, and clarifying interregional connectivity. The five focus areas are safety, resilience, technology and innovation, urban mobility and connectivity, and rural mobility and connectivity.

Relationship to FTP Goals

The FTP identifies seven long-range goals to guide decision-making for the future of Florida's transportation system. These seven goals guide all transportation plans in the state, including the SIS Policy Plan. The SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the most recent FTP Policy Element, which was completed in 2020.

FTP Goal	SIS Implications
Safety and security for residents, visitors, and businesses	Given FDOT's commitment to Vision Zero, safety is one of the five focus areas of the SIS Policy Plan.
Agile, resilient, and quality transportation infrastructure	With an emphasis on identifying and mitigating vulnerabilities for the SIS network, resilience is one of the five focus areas for the SIS Policy Plan.
Connected, efficient, and reliable mobility for people and freight	Recognizing the unique needs of major urban, developing urban, and rural areas, both urban and rural mobility and connectivity are focus areas for the SIS Policy Plan.
Transportation choices that improve accessibility and equity	Providing additional options for Florida's residents, visitors, and businesses is a key consideration for improving rural, urban, and interregional mobility and connectivity as part of the five focus areas of the SIS Policy Plan.
Transportation solutions that strengthen Florida's economy	Economic development is one of the three (3) SIS objectives.
Transportation systems that enhance Florida's communities	Planning for future SIS investments will reflect FTP strategies in this area.
Transportation solutions that enhance Florida's environment	Planning for future SIS investments will reflect FTP strategies in this area.

Relationship to the Vital Few

The Vital Few is a strategic FDOT initiative that encompasses four priority areas essential to FDOT's vision and mission: improve safety, enhance mobility, inspire innovation, and foster talent. In 2020, FDOT staff from across the state collaborated to develop actionable recommendations in each of these areas. The SIS is one of the key programs for moving the Vital Few needle and accomplishing FDOT's mission.

Vital Few	SIS Implications
Improve Safety	Given FDOT's commitment to Vision Zero, safety is one of the five focus areas for the SIS Policy Plan.
Enhance Mobility	Urban and rural mobility and connectivity are both focus areas for the SIS Policy Plan.
Inspire Innovation	Technology and innovation is one of five focus areas for the SIS Policy Plan.
Foster Talent	The SIS Policy Plan supports FTP and Vital Few strategies regarding workforce development.

THE SIS TODAY

The SIS has evolved since its inception to meet the transportation needs of the state. Today, SIS is a multimodal system that incorporates different processes and elements into its structure. Planning for and implementation of the SIS includes four major processes: designation, project identification, project prioritization, and planning and collaboration.

Designation

SIS designation is the process through which facilities of statewide and interregional significance are identified for inclusion as part of the SIS network. The original designation criteria were established through the recommendations of the SIS Steering Committee in 2002 and incorporated by reference in statute in 2003. Additionally, Florida Statutes allow the Secretary of FDOT to revise existing criteria or adopt new criteria in coordination with MPOs, RPCs, local governments, transportation providers and public agencies, and other affected stakeholders.

The most recent revision of SIS designation criteria occurred in 2018. This revision resulted in modifications to the structure of the program, which included combining SIS and Emerging SIS components, creating the Strategic Growth component, and simplifying criteria where needed.

Current Designation Structure

Per statute, four (4) types of facilities are designated as part of the SIS:

Hubs

Airports, seaports, spaceports, passenger terminals, and rail terminals serving to move goods or people between Florida regions or between Florida and other markets in the United States and the rest of the world.

Corridors

Highways, rail lines, waterways, and other exclusive-use facilities connecting major markets within the state or between Florida and other states and countries.

Intermodal Connectors

Highways, rail lines, waterways, or local public transit systems serving as connectors between hubs and corridors, or between hubs and other hubs.

Military Access Facilities (MAF)

Highways or rail lines linking SIS corridors to the state's strategic military installations.

Summary of SIS Criteria

Specific criteria and thresholds for each type of SIS and Strategic Growth facility can be found in the SIS Designation Criteria document. The SIS includes transportation facilities owned by FDOT, local governments, independent authorities, and the private sector. To be designated as part of the SIS, transportation facilities must meet criteria related to transportation or economic activity, as well as be evaluated using screening factors related to potential community and environmental impacts.

SIS facilities generally are the largest and most strategic facilities in the state. The SIS also includes facilities with lower levels of activity that support strategic growth opportunities, such as facilitating economic development.

Current Designated Facilities

The following table summarizes current SIS designated facilities as of December 2021. Additional information regarding current facilities can be obtained from the SIS Atlas.

Facility Type	SIS	Strategic Growth
Commercial Service Airport	7	11
General Aviation Reliever Airport	3	NA
Spaceport	1	1
Public Seaport	8	4
Interregional Passenger Terminal	12	3
Intermodal Freight Rail Terminal	6	1
Rail Corridor	1,785 mi.	399 mi.
Rail Connector	115 mi.	126 mi.
Waterway Corridor	893 mi.	6 mi.
Waterway Connector	196 mi.	NA
Highway Corridor	4,351 mi.	NA
Highway Connector	110 mi.	94 mi.
Urban Fixed Guideway Transit Corridor	123 mi.	NA
Military Access Facility	57 mi.	NA

Project Identification

Projects are determined by several methods. First, projects are determined through collaboration with statewide transportation partners, such as MPOs, RPCs, local governments, and modal partners. These entities identify transportation needs already included in long-range transportation, comprehensive, and master plans. Additionally, research efforts, such as corridor studies and travel demand modeling, can identify potential SIS projects.

Project Prioritization

The SIS project prioritization and selection process takes into consideration a number of factors to ensure that funded projects address needs that are of statewide significance. The project prioritization process begins with the FDOT Districts and Office of Modal Development identifying initial project priorities. The district and modal priorities consider MPO, local government, and modal partner priorities, and serve as the basis for the statewide SIS prioritization process. Each modal office has its own process for receiving and ranking their projects. Those prioritized projects are then submitted to the Systems Implementation Office (SIO) for SIS funding consideration. Once those projects have been received by the SIO, they are then prioritized for funding consideration based on the following factors:

- planning consistency with MPO, district, and statewide priorities
- funding availability
- funding stipulations
- long-term feasibility
- timing of project phases
- project continuity
- connectivity
- return on investment

Results derived from the Strategic Investment Tool (SIT) are also utilized as a factor. Through the application of the SIT, projects are scored and ranked based on their ability to meet FTP goals and SIS objectives.

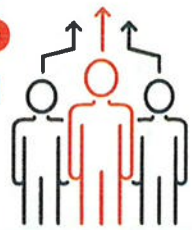
Planning and Collaboration

Planning and collaboration with partners is important to advancing the objectives of the SIS while supporting regional and local priorities at the same time.

TRENDS

Florida's demographics, economy, and development patterns have shifted since the inception of the SIS almost 20 years ago. At the same time, new and emerging technologies are transforming how people live, work, and travel at an accelerating pace. In addition, the state is facing an increasingly complex mix of risks ranging from extreme weather to public health emergencies. All together, these factors impact demand for travel to, from, and within Florida and present challenges in meeting SIS objectives.

14.9%
POPULATION GROWTH
in Florida between 2010 and 2020



Florida's population is projected to increase by
634 PEOPLE EVERY DAY
between now and 2045

In 2020, transportation was the 4th HIGHEST COST

for a family of four, behind housing, childcare, and food

Population and Demographics

Florida's population is projected to increase by 634 people a day on average between 2021 and 2045. This population growth will increase demand for travel both within and between Florida's regions.

Additionally, Florida's growing population is becoming increasingly diverse in terms of age, ethnicity, and economic status. This suggests that an array of different transportation options might be needed. By 2045, more than one out of four residents will be age 65 or older and will likely become more reliant on public transportation and ride sharing options as they transition away from driving. An increasing share of Florida's population is anticipated to have one or more disabilities or chronic health conditions. Transportation remains one of the highest costs for a family of four in Florida. The SIS, along with other elements of Florida's transportation system, will be challenged with supporting more affordable and convenient transportation options for Florida households.

Economy

Florida's economy has been impacted by the economic shock caused by the global COVID-19 pandemic. The state's economy has started to recover and is trending towards pre-pandemic growth levels.

The number of total annual visitors to Florida fell to roughly 79 million in 2020, the lowest number in more than a decade. However, the number of Florida visitors will reach 133 million by 2022 and continue to increase to 193 million by 2030.

Global trade is anticipated to resume its long-term growth trend in the next few decades, particularly with key markets in Latin America and the Caribbean. The Florida Chamber Foundation and other statewide partners set a goal of doubling the value of Florida-origin goods exports and tripling the value of Florida-origin service exports by 2030. These lofty goals will create even more demand on the state's SIS facilities.

E-commerce has grown substantially over the past decade with rapid acceleration during the past few years. Expectations for expedited delivery of products directly to households results in more trucks on the road and the increased need for conveniently located and well-stocked distribution centers to facilitate efficient product delivery.

Long-term, Florida's economy is anticipated to become more diverse and experience growth in sectors such as professional services and technology that demand lighter, high-value freight. Additionally, commuting patterns have changed with more people working flexible hours or in remote environments. This may reduce some trips during peak periods, but increase travel at other times of the day.

Total Annual Visitors

133 MILLION by 2022
and increase to
193 MILLION by 2030

Development Patterns

As Florida's population continues to grow and diversify, the places people and businesses choose to locate are also changing.

The large urban areas in the southeast, central, northeast, and Tampa Bay regions are projected to account for the majority of the state's population growth through 2045. These areas already face high levels of congestion and have limited ability to further expand highway systems; therefore, they are seeking more multimodal options. While the greatest increases in population remain tied to Florida's largest urban areas, the rate of growth is higher in some of Florida's developing urban areas such as The Villages, Cape Coral/Fort Myers, and Naples.

Florida's rural areas include agricultural communities, recreational areas, small towns and villages, and smaller cities that serve as regional business centers. Some rural areas are growing, while others face long-term population loss. Improved connectivity is important to meet the needs of all rural communities. Connectivity is also critical in providing for increased access to employment opportunities for residents and businesses in rural areas and providing for redundancy to Florida's transportation network.

Technology and Innovation

Emerging technologies and innovative business models are already impacting Florida's transportation system. Advancements in automated vehicle technology could revolutionize traffic safety by reducing or eliminating human error from driving, while promoting the efficient use of existing capacity. Greater adoption of electric and other alternative fuel vehicles can have substantial impacts on Florida's air quality, energy consumption, and environment. Innovations such as positive train control have improved rail safety, while new mobility options provide more transportation choices than ever before. These types of innovations offer a variety of opportunities to improve first and last mile connectivity to SIS hubs. Each of these new technologies and innovations, however, come with potential consequences, such as cybersecurity threats or a lack of adequate vehicle charging infrastructure, especially during emergency evacuation circumstances. Looking into the future, Florida is preparing for new modes of transportation such as unmanned aerial vehicles acting as on-demand ridesharing services, as well as commercial space travel and tourism.

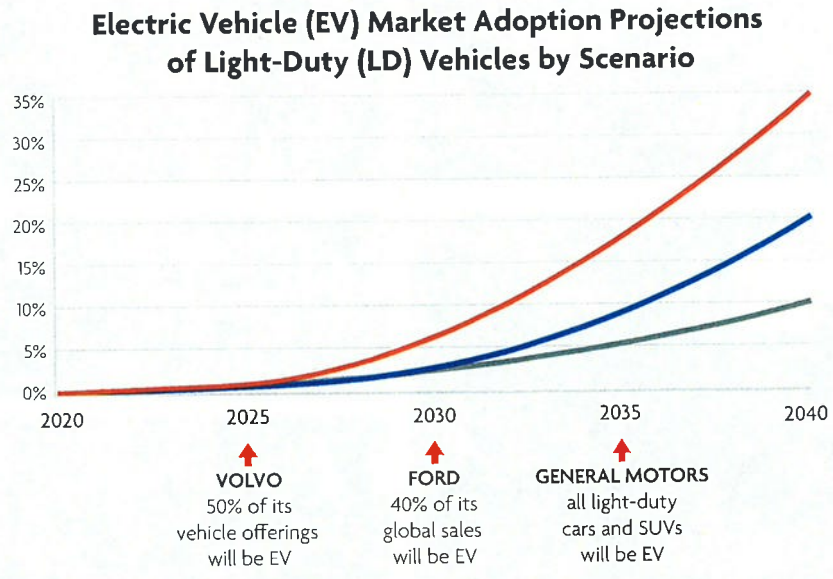
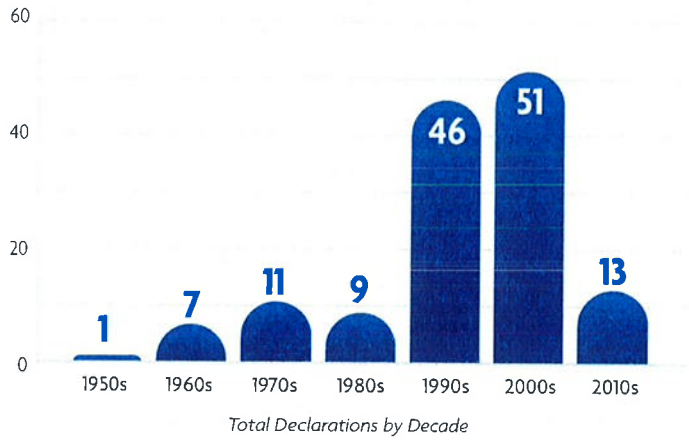


Figure 1: EV Market Adoption Projections of LD Vehicles by Scenario

Increasing Risks

Florida faces an increasing number and range of risks from extreme weather and sea level change to public health emergencies and supply chain disruptions. The number of federal disaster declarations increased substantially in the 1990s and has remained high, with more frequent hurricanes and flooding events leaving Florida's infrastructure vulnerable. These risks impact the entire transportation system but are particularly impactful to the SIS because of its critical role in moving people and goods. The SIS also plays a major role in emergency evacuation and response.

Federal Emergency Management Agency (FEMA) Emergency Declarations



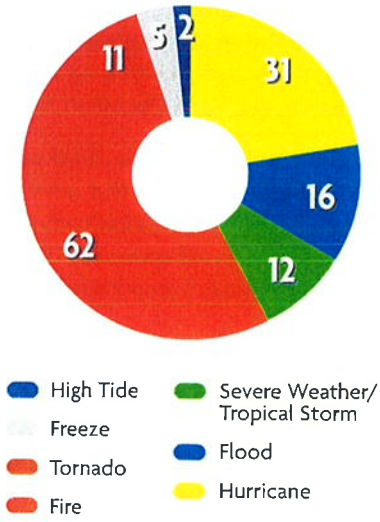


Figure 2: FEMA Declarations

Modal Impacts from 2014 to 2018

SIS Commercial Service Airports
+32% Enplanements
+38% Freight Tonnage

SIS Seaports
+20% Cruise Passengers
+13% Freight Tonnage
+21% Twenty-Foot Equivalent Units (TEUs)

SIS Highways
+10% Daily Vehicle Miles Traveled

SIS Urban Fixed Guideways (SunRail and Tri-Rail)
+476% Passenger Ridership

SIS Freight Rail
+8% Freight Tonnage

SIS Intercity Bus/ Passenger Rail
-10% Passenger Boardings

Waterways
+8% Waterborne Tonnage

CROSS-CUTTING POLICY AREAS

This SIS Policy Plan emphasizes three cross-cutting policy areas guiding how FDOT will plan and manage the SIS over the next five years:

Redefining Capacity

Increasing Flexibility

Clarifying Interregional Connectivity

These issues emerged from partner and public engagement on how the SIS is fulfilling its statutory intent and objectives. These changes are foundational in addressing all five (5) focus areas in the SIS Policy Plan and will enable the SIS to fully support the FTP and the Vital Few.

Redefining Capacity

Where We've Been...

The statute creating the SIS references goals of "economic development, improved mobility, and increased intermodal connectivity" and a focus on "capacity improvements."

Since its implementation, improvements to the SIS have been funded from a variety of federal, state, local, and private sector sources. Many of these sources have specific definitions for capacity or specific guidelines for funding eligibility. The primary state funding source for SIS highways is discretionary highway capacity funds, defined as funds available to FDOT above the prior year funding level for capacity improvements (s. 339.135(4)(a)2, F.S.).

When the SIS was created, "capacity enhancements" generally involved adding physical capacity such as a new lane or improved interchange on a highway, a second track on a rail line, or a siding. Today, better information and technology has introduced a wider range of multimodal, operational, and technological solutions for improving mobility. Many of these strategies are eligible for certain categories of SIS funding, but may not have been prioritized as highly in the past compared to traditional capacity expansion projects.

Where We Are Going...

To meet current and future needs, the focus of SIS investments must expand from traditional capacity projects to a full range of solutions for improving mobility, reliability, and connectivity. The FTP and Vital Few initiatives both call for greater focus on moving people and freight rather than solely focusing on vehicular movement. As this concept is applied to the SIS, expanded capacity could mean adding a lane on a highway, but it also could mean improving system management to enable more vehicles to operate efficiently in that lane, enhancing safety to reduce the number of crashes and related delay, or expanding modal options such as express buses that enable more people to move in an existing corridor.

Moving forward, implementation of the SIS will:

1. **Redefine** capacity for those funding sources where capacity is not already defined to emphasize throughput of people and freight rather than vehicles.
2. **Clarify** the ability to use SIS funds for projects that improve mobility, connectivity, or reliability rather than purely on physical measures of capacity. These could include safety, operational, and technological improvements.
3. **Modify** SIS funding eligibility to include projects or project components that increase the resiliency of system capacity, including adaptation of existing infrastructure.

Increasing Flexibility

Where We've Been...

Florida Statute establishes two important guidelines for SIS implementation. First, facilities designated as part of the SIS must meet adopted criteria. Second, SIS projects funded through state and federal sources must be included in FDOT's Five-Year Work Program and meet the requirements for the specific funding sources.

Working within these guidelines, FDOT has sought to adapt SIS planning and implementation to be responsive to changing opportunities and the differences in needs across the many regions of Florida. The ability to use State Transportation Trust Fund revenues to support projects on all designated SIS facilities, including those owned by local governments, transportation authorities, or the private sector, has enabled innovative modal partnerships in many regions of the state.

Where We Are Going...

The rapid pace of change in Florida's economy and the emerging technology and mobility solutions available to meet the needs of residents, visitors, and businesses suggest the need for greater flexibility moving forward. In addition, the growing number of risks and potential disruptors facing Florida, from extreme weather to cybersecurity, suggests the need for a more agile approach.

During this update process, MPOs, local governments, and other partners pointed to the need for greater flexibility in SIS implementation, particularly related to meeting unique urban or rural needs, and the need to be responsive to near-term challenges and opportunities.

Moving forward, the SIS program will:

1. **Adjust** implementation to facilitate emerging mobility or safety solutions that could be implemented in the short-term. FDOT will explore how to provide greater flexibility for these initiatives, while maintaining the integrity of the Work Program process and in collaboration with MPO priorities.

2. **Update** funding guidance and prioritization processes to align funding with needs in major urban, developing urban, and rural areas. These changes would be intended to facilitate approaches such as multimodal improvements in large urban areas or smaller-scale intersection improvements or passing lanes in rural areas where major capacity investments are not needed.

3. **Modify** policy to increase flexibility to use SIS funds on facilities not designated as part of the SIS for projects that would improve the performance of the SIS. For example, this change would allow for the use of SIS funding on urban arterials or local transit systems to accommodate regional and local trips and provide alternatives to congested SIS corridors. This type of improvement would provide relief to the SIS through enhanced capacity on regional or local facilities. FDOT will work with MPOs to conduct pilot initiatives to develop criteria for such projects. The pilots will identify and assess the benefits of funding such projects.

Clarifying Interregional Connectivity

Where We've Been...

Florida Statute defines the SIS as facilities and services of statewide and interregional significance. Interregional connectivity is one of three objectives for the SIS. These concepts have been applied to the SIS in two ways:

Designation of the SIS includes criteria focused on moving people and freight between Florida regions and between Florida and other states and countries. For designation purposes, the SIS focuses on connections between economic regions comprising multiple cities and counties. Enterprise Florida no longer actively maintains the economic region boundaries used for the initial SIS designation; therefore, designation decisions are now based on a combination of urbanized areas (designated by the U.S. Census) and Rural Areas of Opportunity (designated by the Governor and Legislature). Together, these boundaries guide SIS designation to facilities that connect the broad regions of the state.

Planning for future SIS investments includes a strong role for the seven (7) FDOT Districts, working in partnership with MPOs, RPCs, and other regional partners to address the unique needs of each region within the state as well as the connections between regions.

Where We Are Going...

As Florida continues to grow and change, so too do the needs of its multiple regions. During this update process, MPOs, RPCs, local governments, and other partners highlighted the need for greater clarity in the definition of interregional connectivity, including how this concept applies to transit. They also highlighted the need for greater balance between interregional and regional mobility needs, particularly in large urban regions.

Moving forward, the SIS program will:

1. **Clarify** the definition of interregional, consistent with statute. Designation will continue to be based on urban area and Rural Areas of Opportunity definitions, as adjusted over time. Planning will continue to reflect strong coordination with MPOs and regional partners so the SIS functions as part of a comprehensive multimodal transportation system.

2. **Revise** designation criteria for fixed-guideway transit corridors that function as part of an interconnected statewide system. This change will advance the vision of a statewide transit system by recognizing and advancing local corridors that contribute to realizing the vision.

3. **Enhance** needs and prioritization processes to emphasize both statewide/interregional and regional priorities. This will include enhanced collaboration with MPOs on regional and/or corridor planning initiatives such as conducting pilot initiatives to identify the appropriate projects in the context of community, economic, and environmental goals.

The SIS and Florida's Supply Chain

Growing demand for moving freight, particularly global trade, to, from, and within Florida was a key driver for the creation of the SIS in 2003. Today, the SIS accounts for virtually all of the freight moved to, from, or within Florida via air, water, and rail, as well as about 70 percent of the truck freight moving on the State Highway System.

The SIS includes Florida's largest and most significant airports, seaports, freight rail terminals and corridors, and truck corridors, as well as the critical connections among these facilities.

The SIS adapted to many changes in supply chain and logistics practices during the past two decades. The SIS added new types of freight facilities such as intermodal logistics centers, accommodated significant shifts in rail activity between corridors, and supported new capabilities such as increasing commercial payload launches from the Cape Canaveral Spaceport. Many SIS hubs expanded their activity levels and became focal points for related activities such as e-commerce fulfillment centers, foreign trade zones, cargo processing and storage, or final assembly, customization, and other manufacturing activities.

SIS investments supported a more than 50 percent increase in truck VMT and a doubling of merchandise imports and exports in Florida over the past two decades. Florida's competitiveness in logistics and distribution, in turn, supported its large consumer and visitor population, as well as growth in manufacturing and agricultural industries.

During 2020 and 2021, the combination of a global pandemic, an economic shock, and a rapid shift in consumer preferences toward e-commerce and home delivery of household goods highlighted the need for a more agile and resilient global supply chain. In the coming years, Florida's supply chain will adjust to further changes in global trade.

Focusing on a core statewide system can help Florida remain competitive as a hub for trade, logistics, and manufacturing. FDOT will continue to carefully monitor trends to ensure the SIS designation focuses on the largest and most strategic facilities. In addition, the major policy directions included in this Plan are anticipated to enhance freight mobility.

Redefining capacity to focus on throughput of freight (as well as people) will advance SIS investments that increase freight mobility and supply chain resilience. These investments could include using technology for management of truck flows on key corridors and connectors and at terminal gates, partnering with industry to expand truck parking or staging areas or intermodal logistics centers that benefit overall system mobility, and/or smaller-scale projects like improving turning radii or creating passing lanes on rural corridors and intersections.

Increasing flexibility in implementation of the SIS will enable FDOT and other partners to target investments to support critical freight mobility needs in major urban, developing urban, and rural areas. Existing initiatives to support "quick fix" operational improvements to SIS connectors can be expanded to other SIS investments.

Balancing statewide/interregional and regional/local mobility needs will enable FDOT and partners to recognize both the critical long-distance function many SIS hubs and corridors play with freight mobility and the local commuting, access, and delivery trips handled by many SIS facilities. A more robust and holistic planning process will support seamless end-to-end freight trips, including first and last mile connectivity that may involve facilities funded through programs other than the SIS. This collaborative planning process will also enhance consistency among transportation, land use, economic, and workforce development decisions, focusing freight-related investments in areas targeted for industrial development.

FDOT will work closely with MPOs, local governments, and modal partners to ensure SIS designation and implementation supports the critical needs of Florida's supply chain and logistics system. This will include close coordination with Florida's Freight Mobility and Trade Plan and associated decisions about allocating state and federal revenues targeted for freight system improvements on the SIS, as well as on regional and local facilities.

FOCUS AREAS

Five (5) focus areas with corresponding policy statements and implementation strategies were developed as part of the SIS Policy Plan update. The focus areas build on the three cross-cutting policy areas to support the SIS objectives and FTP goals.

Safety

Committing to a vision of zero fatalities and serious injuries on SIS facilities.

Resilience

Identifying and mitigating vulnerabilities for the SIS network.

Technology and Innovation

Leveraging new technologies and business models to improve the overall performance of the SIS network.

Urban Mobility and Connectivity

Improving interregional and regional travel in urban areas.

Rural Mobility and Connectivity

Improving interregional and regional travel in rural areas.

SAFETY

Committing to a vision of zero fatalities and serious injuries on SIS facilities

Safety is Florida's highest transportation priority. The FTP's safety vision is clear: "Eliminate all transportation-related fatalities and serious injuries for all modes of travel." Travel on SIS highway facilities accounts for more than half of all VMT on Florida's roadways. Reducing fatalities and serious injuries on the SIS is an important step in meeting the state's commitment to Vision Zero. Approximately 24 percent of fatalities and 21 percent of serious injuries occurred on SIS highways.

The fatality rate per 100 million VMT is lower on SIS highways compared to all public roads; however, commercial vehicle and lane departure crashes occur more frequently on SIS highways than on other public roads. This statistic can be attributed to the fact that SIS facilities typically handle higher commercial vehicle volumes and are designed for higher speeds. Intersections, at-grade rail crossings, and other points where different modes or major flows of passenger and freight traffic interact also can be safety risks.

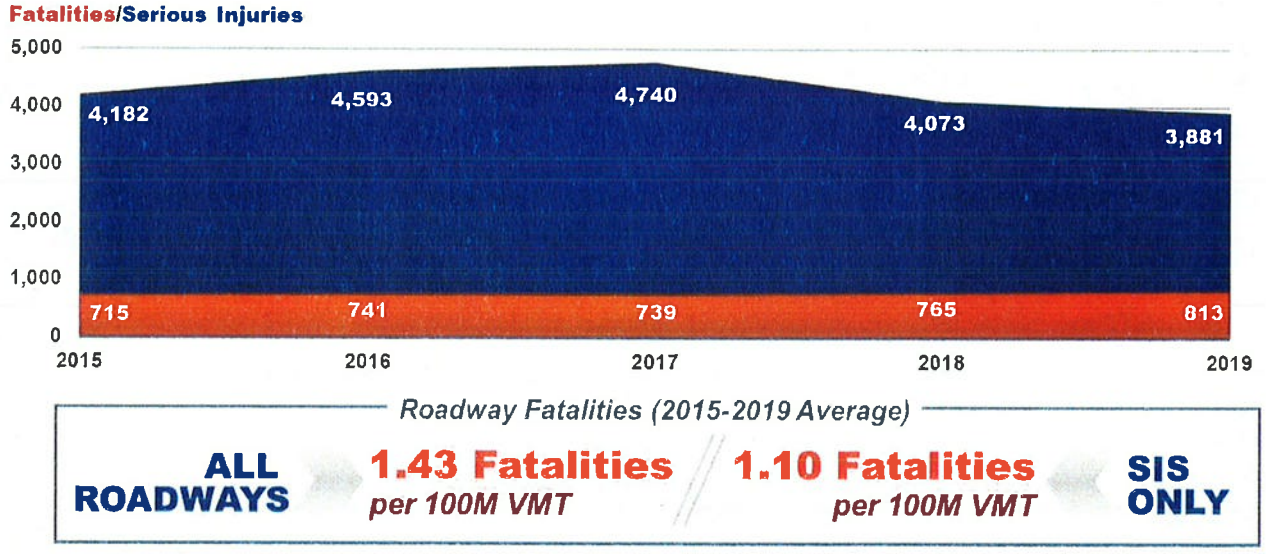


Figure 3: Traffic Fatalities and Serious Injuries on the SIS

Florida has embraced "Safe System" principles in emphasizing traffic safety. These principles, which consider the safety of users, vehicles, speeds, roads, and post-crash care, represent a holistic approach to eliminating fatalities and serious injuries. By integrating these principles into policy, the SIS program is well positioned to further advance FDOT's overall safety vision. Implementing policies that incorporate additional safety countermeasures into SIS improvement projects also could help to achieve Vision Zero.

Vision Zero holds that traffic fatalities and serious injuries are preventable and focuses attention on the shortcomings of the transportation system itself, including the built environment and policies and technologies that influence behavior. FDOT and the SIS are committed to ensuring a safe transportation system through implementation of this Policy Plan.

SIS Policy Changes

Designation

No recommended changes

Needs and Priorities

Increase emphasis on safety as a factor for setting priorities among SIS capacity projects. Highlight SIS projects that are anticipated to provide safety benefits. In addition, increase the emphasis on safety in the SIS prioritization process to better leverage SIS investments in support of statewide safety goals.

Clarify and promote the ability to include safety features in SIS capacity projects. Coordinate efforts, such as redesigning an intersection to integrate safety countermeasures concurrently with adding capacity to that intersection. This approach could help address capacity and safety needs at the same time.

Address high risk emphasis areas associated with higher fatality rates on SIS highways. For example, SIS investments could incorporate engineering and operational solutions to reduce lane departure crashes (e.g., guardrails and clear zones, etc.) and commercial vehicle crashes (e.g., corridor redesign, etc.)

Provide safe alternatives to highways for interregional travel. Make SIS investments in other modes such as passenger/freight rail and transit.

Planning and Collaboration

Support aggressive deployment of in-vehicle and roadside safety technologies to reduce or eliminate crashes associated with human error. This may require the deployment of roadside technology infrastructure such as sensors and/or smart signals on SIS facilities.

Work with partners to identify targeted strategies for improving safety on SIS facilities. Partner with safety coalitions and community traffic safety teams that can help identify potential safety enhancements to SIS facilities. FDOT will work with partners to develop and implement a SIS Safety Action Plan to identify specific safety challenges and priorities.

RESILIENCE

Identifying and mitigating vulnerabilities for the SIS network

A key strategy for implementing the FTP is to identify and mitigate risks to Florida's transportation system. This strategy calls for Florida's transportation partners to provide infrastructure and services to help prepare for, respond to, and recover from emergencies, as well as to reduce and mitigate transportation-related risks. This can be accomplished by increasing the redundancy of the transportation system and implementing comprehensive emergency response and recovery plans. It can also be achieved by evaluating and implementing infrastructure projects, programs, and processes to enhance the resiliency of the SIS. While these strategies are important for the entire system, they are particularly important for the SIS because of its critical function.

A broad range of risks and emergencies can affect the resiliency of the SIS. Given the state is surrounded by water and prone to hurricanes and storms, a major focus for SIS resiliency is storm surge and inland and coastal flooding, including sea level rise. Storm surge is one of the main causes of property damage and deaths during a storm. Florida has the highest population of any state at risk due to storm surge inundation with almost 7.6 million residents at risk in the event of a Category 5 storm. The need to provide access, alternative routes, and capacity during a storm related event is critical for both evacuation and response efforts. The SIS plays a key role in the mobility and connectivity of people and goods during such events.

Florida has 3.5 million people at risk of coastal flooding and currently has more than 3,600 square miles of land in the 100-year coastal floodplain, areas where there is a 1 percent annual chance of flooding. These figures indicate the extent of exposure for people living in those areas and the vulnerability of transportation infrastructure that provides them with access and connectivity.

All regions of Florida are affected including 15 percent of SIS rail miles and 13 percent of SIS highway miles. SIS facilities in Miami-Dade and Monroe counties are impacted at higher percentages. Of the SIS hubs, three (3) airports, one (1) spaceport, 12 seaports, one (1) freight terminal, and 13 passenger terminals are located in the 100-year floodplain.

Extreme heat is another important issue for Florida. The annual average temperature increased 1.3°F from 1970 to 2014. Extreme heat impacts infrastructure as materials such as concrete and asphalt expand, crack, or buckle when exposed to long periods of high temperatures. Extreme heat also can affect the logistics of air travel, with heat impacting airplane take-offs. Additionally, extreme heat can also affect transit usage by deterring transit users from outdoor stations.

Enhancing the resiliency of transportation infrastructure to avoid, withstand, or absorb the impacts of climate events is critical to ensure that the SIS fulfills its key function of moving both people and freight.

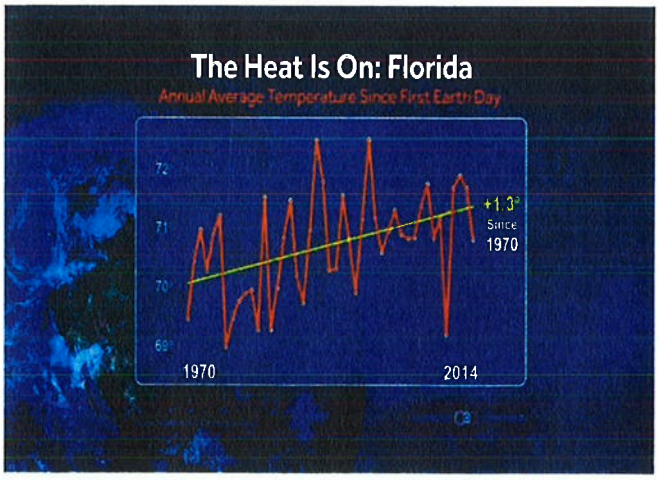


Figure 4: Annual Average Temperature Since First Earth Day

SIS Policy Changes

Designation

Consider vulnerabilities in the community and environment screening process. FDOT will work with partners to identify SIS facilities that may be vulnerable to hazards and disruptions prior to designation. This early screening allows for consideration of strategies to enhance resiliency, while ensuring efficient SIS investments.

Needs and Priorities

Identify resilience strategies as part of SIS mobility and connectivity needs and projects. FDOT will leverage SIS funding to enhance transportation and community resiliency. This approach can provide cost savings and reduce travel impacts during construction. Examples include intelligent transportation systems (ITS) sensors to detect hazards and enhanced stormwater management to mitigate flooding.

Expand SIS funding eligibility for adaptation or retrofit of existing infrastructure. Examples include hardening facilities, enhancing seawalls, and providing sheltering capabilities at SIS hubs, such as airports for stranded evacuees.

Expand the definition of capacity on the SIS to include increasing redundancy or providing alternatives to vulnerable infrastructure, using a systemwide approach. The emphasis will be on improving the ability of the SIS to retain its function despite potential impacts from an event. Examples may include identifying two SIS connectors to the same facility or relocating a SIS facility to a less vulnerable area.

Planning and Collaboration

Expand collaboration with MPOs, RPCs, water management districts, local governments, regional resilience collaboratives, and industry on resilience strategies. Collaboration across functions and jurisdictions supports resilience at all levels. For example, collaboration on stormwater management can address transportation infrastructure and community development, especially as Florida's population continues to grow.

Strengthen coordination with other state agencies to leverage programs and funding to enhance resiliency. This approach requires ongoing coordination to address transportation as well as land use, environmental, social, and community needs. Working with other state and federal agencies will allow funds from a variety of sources to be used for resilience needs. For example, creating a natural shoreline increases community protection and resilience of nearby roadways. FDOT will maintain and implement a SIS Resilience Action Plan to address these opportunities.

TECHNOLOGY AND INNOVATION

Leveraging new technologies and business models to improve the overall performance of the SIS network

Automated, Connected, Electric, and Shared Vehicles (ACES) are projected to become a significant part of Florida's transportation system over the next 20 years. The SIS must adapt to capitalize on the expected safety and mobility benefits of ACES. By 2040, autonomous vehicles (AV) could represent the majority of the vehicles on the road, while EVs could make up more than one-third of all automobiles on the road and ridesharing with Transportation Network Companies (TNC) could be the preferred choice for 35 percent of all daily trips. These shifts will result in a significantly different transportation network than today.

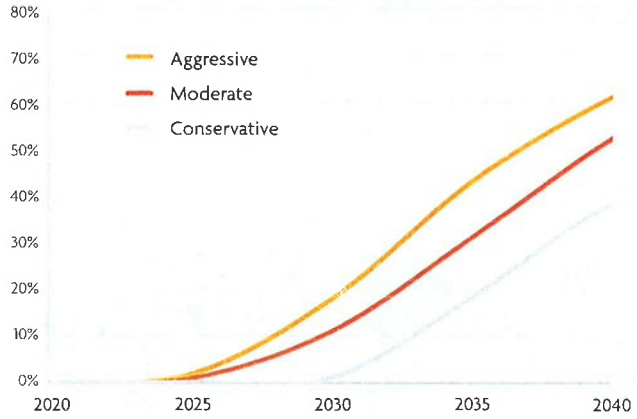


Figure 5: Projected Connected and Automated Vehicle Adoption Rate

As a result, FDOT is moving aggressively to prepare for the impacts of ACES. The Connected and Automated Vehicles (CAV) Program is rapidly transitioning from research, development, and pilot projects to full scale implementation. The recently completed *Electric Vehicle Infrastructure Master Plan* established a path forward to develop EV charging station infrastructure along Florida's highways. As of 2018, there were 363 micromobility options in Florida. This number is anticipated to grow over the coming years to provide connections for urban area residents.

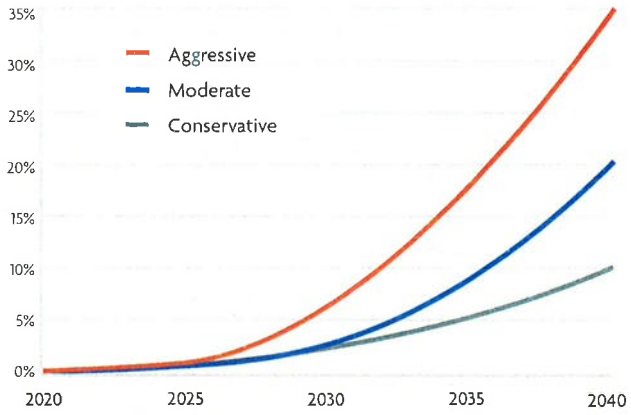


Figure 6 Projected Electric Vehicle Adoption Rate

To keep pace with advancements in ACES technology, FDOT has conducted the *Preparing SIS for AV/CV and Other Emerging Technologies Study* to accommodate emerging transportation technology as part of the overall system plan and the needs assessment (per F.S. 339.64). In addition, the SIS is supporting the Vital Few initiative by focusing on improving safety, enhancing mobility, and inspiring innovation to create and deliver a reliable and congestion free multimodal transportation system that moves people and goods faster, safer, and cleaner than imaginable, through integrated mobility solutions. With advancements in technology, the SIS is on the cutting edge of revolutionizing capacity to include technological solutions for the next generation of transportation users.

SIS Policy Changes

Designation

No recommended changes

Needs and Priorities

Expand the definition of SIS capacity projects to include technology solutions for improving the safety, efficiency, and reliability of all SIS facilities.

Expand funding eligibilty for technology infrastructure such as smart signals, roadside units and location reference markers for connected vehicles, broadband for transportation purposes, special use lanes for autonomous vehicles, and associated right-of-way, property, curb, and other asset management.

Provide more flexibilty for emerging mobilty solutions, such as "quick response" initiatives, to encourage innovation and development of cost-effective solutions that can be implemented in a short time period and may have a long-term impact on the system.

Planning and Collaboration

Expand internal and external partnerships with technology providers, manufacturers, research and development institutions, and smart city/region initiatives to identify and implement technology and emerging mobility programs and projects.

URBAN MOBILITY AND CONNECTIVITY

Improving interregional and regional travel in urban areas

The SIS is designed to encompass the largest and most strategic transportation facilities throughout Florida, connecting regions that include both urban and rural areas. There are 30 urbanized areas in the state, ranging from Miami, with more than 6 million residents to Titusville, with about 60,000. These areas have different demographics, economic drivers, environmental resources, and transportation connections and issues.

Urban areas throughout Florida struggle with effectively and efficiently moving both people and goods. The state continues to grow and welcome well over 100 million visitors a year, and as such, there continues to be a tremendous strain on urban areas to expand or even maintain their transportation systems.

Congestion can impede both regional and interregional trips, particularly in urban areas where there are limited options for adding capacity to SIS corridors and few modal alternatives, either for through trips or for local and regional trips that currently use the SIS. Traditional capacity improvements often are challenging in urban areas. This is due to the cost and availability of right-of-way and in some instances the need for structural design and engineering solutions to accommodate the urban environment and the potential impact on existing development. In these instances, FDOT will investigate alternative capacity solutions by refocusing the capacity on the throughput of people and goods instead of on vehicular throughput, while creating opportunities for modal choice. This is best accomplished through holistic planning approaches now and well into the future.

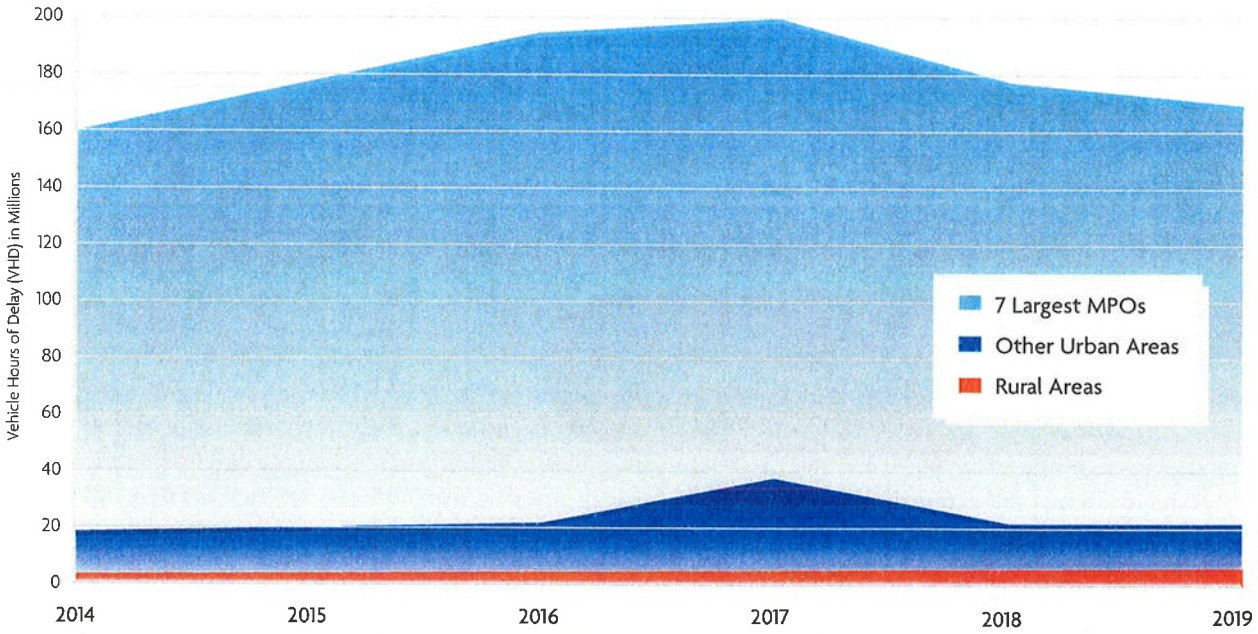


Figure 7: SIS Delay Focused in the Largest MPOs

SIS Policy Changes

Designation

Clarify definition of interregional for designation purposes. Designation will continue to be based on urban area and Rural Areas of Opportunity definitions, as adjusted over time.

Needs and Priorities

Redefine SIS capacity projects to include mobility and reliability improvements.

Provide flexibility for emerging mobility solutions involving new technology or business models.

Balance statewide/interregional and regional/local needs and expand multimodal travel options both within and between regions.

Provide flexibility for use of SIS funds off-SIS to improve performance of the SIS.

Planning and Collaboration

Strengthen coordination with MPOs and local governments on solutions to support end-to-end trips.

Work with MPOs, local governments, and other partners to **develop and implement multimodal system and corridor plans** that provide integrated solutions for short- and long-term needs involving both SIS and non-SIS facilities.

Improve coordination between SIS investments and local land use decisions through integrated planning and coordinated timelines, such as encouraging mixed-use development to support transit-oriented development.

Work with MPOs to **segment larger highway or transit corridor projects** to facilitate funding and accomplish both statewide and regional priorities.

Work with transit providers to better **leverage available state, federal, and local funding sources** to advance transit projects on SIS facilities or in support of the SIS.

RURAL MOBILITY AND CONNECTIVITY

Improving interregional and regional travel in rural areas

The vast majority of Florida's land is in rural areas outside of defined urban areas. These range from agricultural communities to recreational areas and from small towns and villages to smaller cities that serve as regional business centers. Florida's rural areas support the state's large agricultural, forest products, and mining industries. Some rural areas are critical locations for manufacturing and distribution; others support growing industries such as health services and ecotourism. Florida's rural areas also offer a key living choice for about 10 percent of the state's population.

The SIS plays a critical role in providing connectivity within rural areas and between rural areas and urban areas in Florida, as well as between rural areas and other states and countries. SIS designation explicitly considers connectivity to the areas designated by the Governor as Rural Areas of Opportunity. In many rural areas, the SIS highway corridors also function as the primary regional transportation network, accommodating local commuting, shopping, and social trips as well as longer-distance freight and visitor flows. Rural SIS highway corridors also provide connections between Florida's urban areas and support emergency evacuation and response statewide. More than one out of every five daily VMT on the SIS is in a rural area, including trips that begin and end in urban areas. SIS VMT increased 31 percent between 2014 and 2019.

Many of the rural SIS corridors were not designed for today's level of traffic or for significant truck flows. Some corridors require additional physical capacity, while others could benefit from more efficient operations or smaller-scale enhancements such as passing lanes, shoulders, or intersection improvements. Legislation enacted in 2021 placed additional emphasis on upgrading existing arterial highways to controlled access facilities, as well as widening of existing two-lane arterial rural roads with at least 15 percent truck traffic to four lanes. These types of strategies could help ensure mobility for freight and through traffic in key rural areas, particularly along corridors that serve as the sole point of connection to communities or economic activity centers.

Many of Florida's rural areas have few alternatives to highway travel for local, regional, or long-distance trips. Freight rail and intercity passenger rail or bus are options in some rural areas, but for the most part, rural residents and businesses rely on airports, seaports, and freight and passenger terminals in urban areas. SIS planning in rural areas will continue to consider the importance of these connections, as well as opportunities for using broadband and other technologies as alternatives to travel.

Florida's rural areas contain a wide range of unique community and environmental resources. Some rural areas envision significant growth in population or economic activities, while others prefer to maintain their rural character. SIS implementation must respect and work toward regional and community visions in rural Florida, including stronger coordination with land use, environmental stewardship, and economic development decisions.

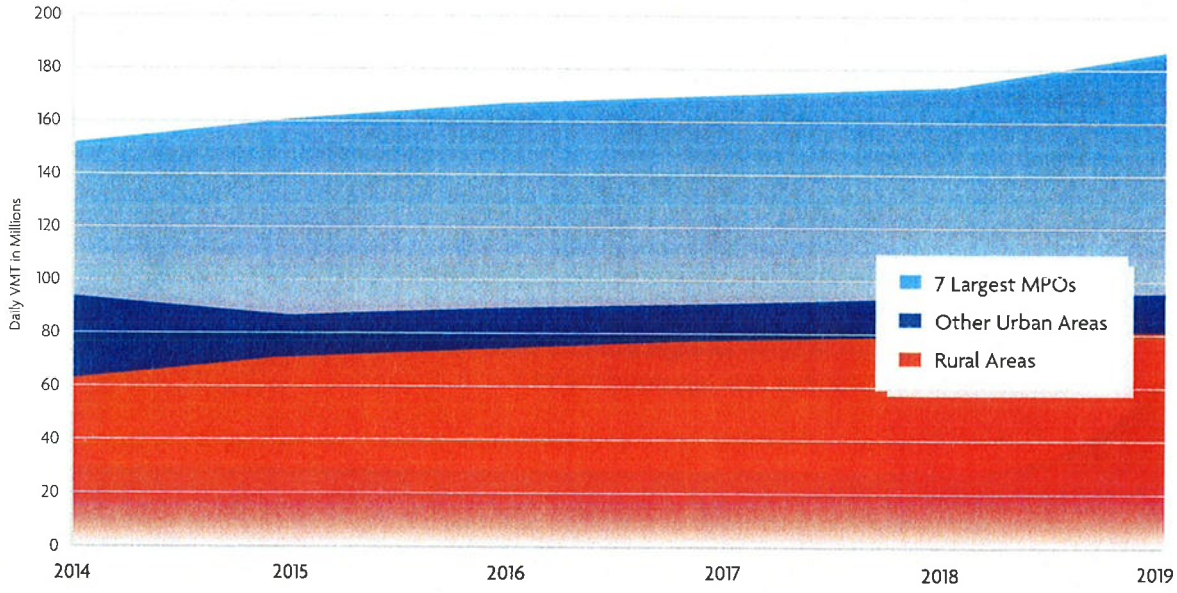


Figure 8: VMT Growth on the SIS in Largest MPOs, Other Urban Areas, and Rural Areas

SIS Policy Changes

Designation

Reassess SIS highway criteria to reflect the statutory emphasis on controlled access facilities including changes identified by the 2021 Legislature.

Align designation of SIS facilities with the National Highway System (NHS), National Highway Freight Network (NHFN), Strategic Highway Network (STRAHNET), routes of significance, and emergency evacuation corridors where feasible.

Consider community context and vision in the community and environmental process, for example, review regional and comprehensive plans prior to designation of a facility.

Needs and Priorities

Redefine capacity to include rural mobility/connectivity improvements, including smaller-scale projects, such as turning or passing lanes, or intersection improvements to enable rural corridors to function during major disruptions. Allow for improvements to regional and local facilities to support the SIS through enhanced mobility and connectivity.

Expand funding eligibility for operational and technology solutions for improved connectivity (e.g., rural transportation systems management and operations (TSM&O), broadband).

Improve connectivity to rural activity centers.

Planning and Collaboration

Develop and implement regional/corridor planning processes addressing both SIS and non-SIS facilities.

Improve coordination between SIS investments and local land use decisions through integrated planning and coordinated timelines.

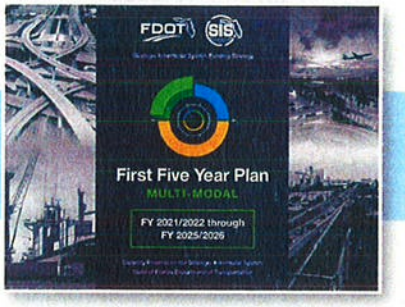
Strengthen collaboration with local governments on how rural connectivity improvements can support economic, community, and environmental goals.

IMPLEMENTATION

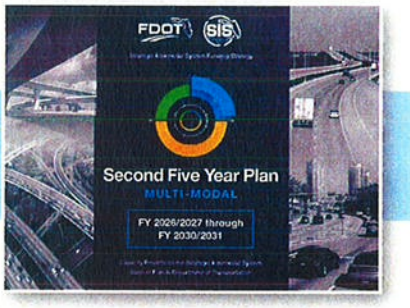
The SIS Policy Plan establishes the policy framework for planning and managing the SIS over the next five years. FDOT will work with MPOs, local governments, modal operators, and other partners to implement this Policy Plan, with emphasis on the following topics:

- **Designation criteria and policies:** FDOT, with input from partners and the public, will evaluate and update, as applicable, the criteria and thresholds used to designate facilities as a part of the SIS to reflect the objectives and policies identified in this plan.
- **Needs and prioritization policies:** FDOT will adapt its guidance and processes for identifying, evaluating, and setting priorities among potential investment needs consistent with the policies identified in this plan. FDOT anticipates conducting a small number of pilot initiatives, in collaboration with MPOs and local governments, to refine new policies for implementation during the next few years. FDOT will also enhance partner education and awareness of these policies and provide guidance on how these identified policies can be implemented in the context of specific projects.
- **Planning and collaboration policies:** FDOT will collaborate with partners to implement the policies identified in this plan. This will include a more proactive, integrated long-range approach to developing solutions for statewide/interregional and regional/local mobility and connectivity needs.

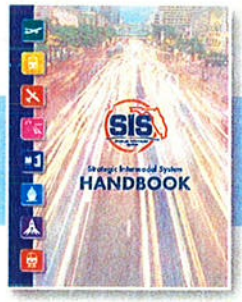
FDOT will continue to implement all statutory requirements related to SIS planning by updating and maintaining the full family of SIS guidance and planning documents consistent with the SIS Policy Plan, including:



SIS First Five Year Plan

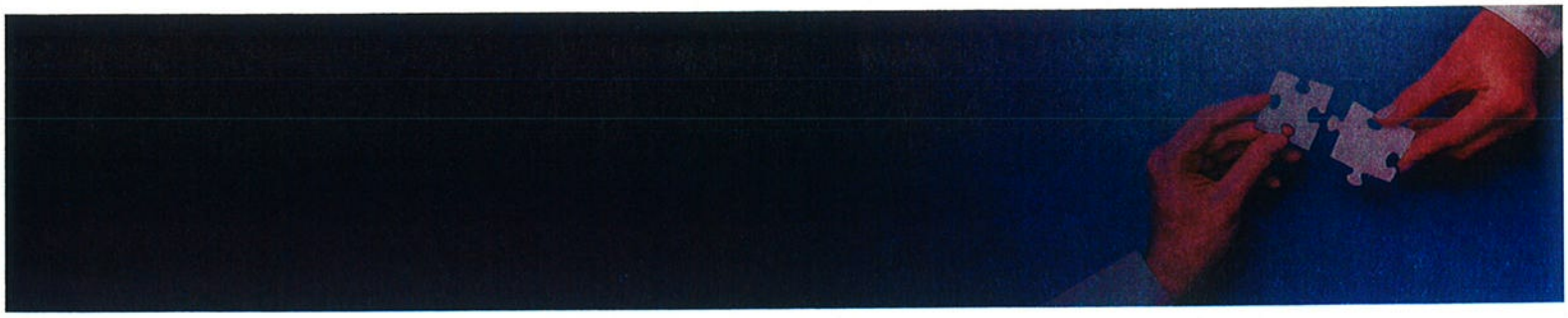


SIS Second Five Year Plan



SIS Handbook

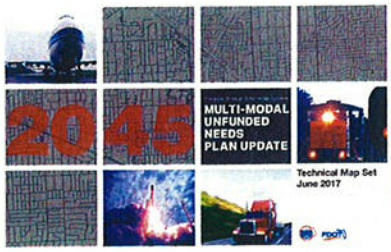
Adopted Designation Criteria



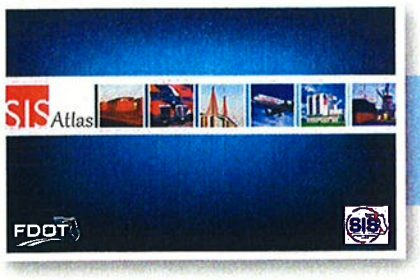
FDOT's Systems Implementation Office will lead these implementation activities, including supporting activities to:

- Continue collaboration with transportation partners regarding SIS planning and implementation issues;
- Maintain maps, lists, brochures, and other public information materials related to the SIS;
- Update FDOT procedures, handbooks, and other guidance documents;
- Provide training as needed for FDOT staff and transportation partners to implement new policies;
- Monitor progress in implementation of this Plan, including monitoring and reporting on performance measures for the SIS consistent with other state and federal performance measures; and
- Prepare for the next comprehensive update of the SIS Policy Plan.

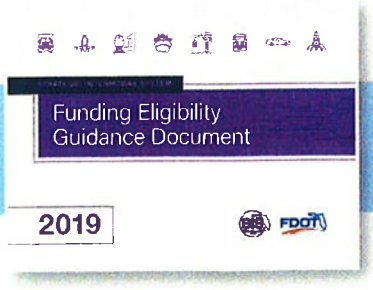
SIS Cost Feasible Plan



SIS Multimodal Unfunded Needs Plan



SIS Atlas



Funding Eligibility Guidance

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GLOSSARY

Capacity – Throughput of people and freight on a facility.

Commercial Service Airport – An airport receiving scheduled passenger service and having 2,500 or more enplaned passengers per year. FDOT only designates primary commercial service airports, or those that have over 10,000 annual enplanements.

Community – A physical or cultural grouping of stakeholders with common interests created by shared proximity or use. Community can be defined at various levels within a larger context (e.g., neighborhood, city, metropolitan area, or region).

Congestion – A condition in which traffic demand is sufficient to cause the level of service to be at or below adopted standards.

Connector, SIS – Highways, passenger and freight rail lines, urban fixed guideway transit, or waterways linking hubs to corridors, linking hubs to other hubs, or linking corridors to major military facilities.

Coordination – The comparison of plans, programs, and schedules of one agency with related plans, programs, and schedules of other agencies or entities with legal standing, and adjustment of plans, programs, and schedules to achieve general consistency.

Corridors, SIS – Highways, passenger and freight rail lines, urban fixed guideway transit, and waterways connecting regions within Florida or connecting Florida and other states or nations. Also see **Transportation Corridor.**

Cost Feasible Plan – A phased plan of transportation improvements based on (and constrained by) estimates of future revenues.

Designation – The process of identifying hubs, corridors, and connectors meeting the criteria established to be a part of the SIS.

Destination – The point in a trip where travel ends.

Economic Competitiveness – A state or region's ability to compete in regional, national, and global markets, as evidenced in the attraction of new businesses and the expansion of existing businesses.

Economic Regions – Regions that are defined by commuting patterns, supply chains, and other business-to-business relationships rather than by political boundaries or natural systems.

Emerging SIS – A term formally used to describe facilities and services of statewide or interregional significance meeting lower levels of people and goods movement than other SIS facilities. The criteria for Emerging SIS designation were replaced by Strategic Growth designation in the 2018 SIS Policy Plan update.

Enplanements – Total number of commercial and charter air passengers boarding an airplane.

Extreme Heat – A period of excessively hot temperatures, typically measured as the number of days over a threshold such as 100°F.

FDOT – Florida Department of Transportation.

Florida Transportation Plan (FTP) – A statewide plan defining Florida's long-range transportation goals and objectives for at least the next 20 years.

General Aviation Airport – An airport that serves corporate aviation, flight schools, air charter operations, light cargo, or private pilots flying for business or recreation.

Hub, SIS – Ports and terminals moving goods or people between Florida regions or between Florida and other origin/destination markets in the United States and the rest of the world.

Hub-to-Hub Connector – A connector allowing for transfers between modes and connecting two hubs, such as transit facilities connecting airports with intermodal passenger terminals or major cruise passenger seaports.

Impacts – The effects of a transportation project, including direct (primary) effects, indirect (secondary) effects, and cumulative effects.

Intercity – Relating to the connection between any two or more cities. Such connections may be within a region (see **Intraregional**) or between two regions if the cities are in different regions (see **Interregional**).

Intermodal – Relating to the connection between any two or more modes of transportation.

Intermodal Connector – See Connector.

Intermodal Logistics Center – A facility or group of facilities serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports as defined by Section 311.101(2), F.S.

Interregional – Relating to the connection between any two or more regions.

Intraregional – Relating to movement or connections within the same region.

Metropolitan Planning Organization and Transportation Planning Organization (MPO and TPO) – An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state and public transportation operators, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation plans and programs and the coordination of transportation planning and funding decisions.

Military Access Facility (MAF) – Intermodal connector designation (highways, rail lines, waterways, and other exclusive use facilities) linking key strategic military installations to the closest and most appropriate SIS corridor.

Mobility – The movement of people and goods.

Mode – Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, and freight), transit, space, and water.

MPO Advisory Committee (MPOAC) - A statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes, to augment the role of individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.

Multimodal – More than one travel mode potentially including auto, bicycle, bus, pedestrian, aviation, rail, seaports, and transit.

Need – A demand for a mobility improvement identified on the basis of accepted and adopted standards and other assumptions (e.g., land use) and documented in a formal long-range or master plan.

Objective – A long-term (20-25 years) general outcome that is achievable, measureable, and marks progress toward a goal.

Origin – The point in a trip where travel begins.

Partners, Transportation – Parties with interests in transportation facilities and services, including the public, local governments, MPOs, public and private sector users and providers, Native American Nations, FDOT, and other federal and state agencies.

Project – A specific proposed transportation facility or service listed in an adopted Work Program, Cost Feasible Plan, or Unfunded Needs Plan.

Public Seaport – A seaport defined in Chapters 311 and 403 of the Florida Statutes. Florida's public seaports handle most of the marine cargo passing into and out of the state.

Quality of Life – All of the characteristics of an area's living conditions, including such things as housing, education, transportation infrastructure, leisure time offerings, climate, employment opportunities, medical and health care infrastructure, and environmental resources.

Redundancy – Duplication of critical components or functions of a system with the intention of increasing reliability of the system, usually in the case of a backup or fail-safe.

Regional Planning Council (RPC) – A quasi-governmental organization that is designated by Florida law to address problems and plan solutions that are of greater-than-local concern or scope, and are to be recognized by local governments as one of the means to provide input into state policy development.

Reliability – The percent of trips that meet a predetermined performance standard for time or speed.

Rural Areas of Opportunity (RAO) – Rural communities, or a region composed of rural communities, that have been adversely affected by extraordinary economic events or natural disasters.

State Highway System (SHS) – A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike System, other toll facilities operated by transportation authorities, and arterial highways.

Storm Surge – The rising of water associated with a storm, oftentimes a hurricane or tropical storm.

Strategic – Highly important to or an integral part of a long-term plan of action.

Strategic Intermodal System (SIS) – Florida's high priority transportation network composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

System – Individual facilities, services, forms of transportation (modes), and connectors combined into a single integrated transportation network.

Transit – Mass transportation by bus, rail, or other conveyance providing general or special services to the public on a regular and continuing basis. Transit does not include school buses, charter services, or sightseeing services.

Transportation Corridor – Any land area designated by the state, a county, or a municipality which is between two geographic points, and which is used or is suitable for the movement of people and goods by one or more modes of transportation, including areas necessary for management of access and securing applicable approvals and permits. Transportation corridors shall contain, but are not limited to, the following: a) existing publicly owned rights-of-way; b) all property or property interests necessary for future transportation facilities, including rights of access to air, view, and light, whether public or private, for the purpose of securing and utilizing future transportation right-of-way, including but not limited to, any lands reasonably necessary now or in the future for securing applicable approvals and permits, borrow pits, drainage ditches, water retention areas, rest areas, replacement access for landowners whose access could be impaired due to the construction of a future facility, and replacement right-of-way for relocation of rail and utility facilities.

Urban Fixed Guideway Transit – A form of transit consisting of vehicles operating only on a guideway constructed for a specific purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches, and ferryboats as "fixed guideway transit."

Urbanized Areas – Defined by the U.S. Census as a densely settled territory which has a minimum residential population of at least 50,000 people and generally an overall population density of at least 1,000 people per square mile of land area.

Vital Few – A strategic initiative of FDOT encompassing four priority areas essential to achieving the agency's vision and mission: improve safety, enhance mobility, inspire innovation, and foster talent.

Work Program – The five-year listing of all transportation projects planned for each fiscal year by FDOT, as adjusted for the legislatively approved budget for the first year of the program.

FTP IMPLEMENTATION COMMITTEE MEMBERS

Florida Department of Transportation
Brad Thoburn (Chair)

Florida Regional Councils Association
Pat Steed (Vice-Chair)

1000 Friends of Florida
Paul Owens

AARP – Florida
Laura Cantwell

CareerSource Florida
Andra Cornelius

Federal Highway Administration
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Michael Stewart

Florida Association of Counties
The Honorable Doug Smith

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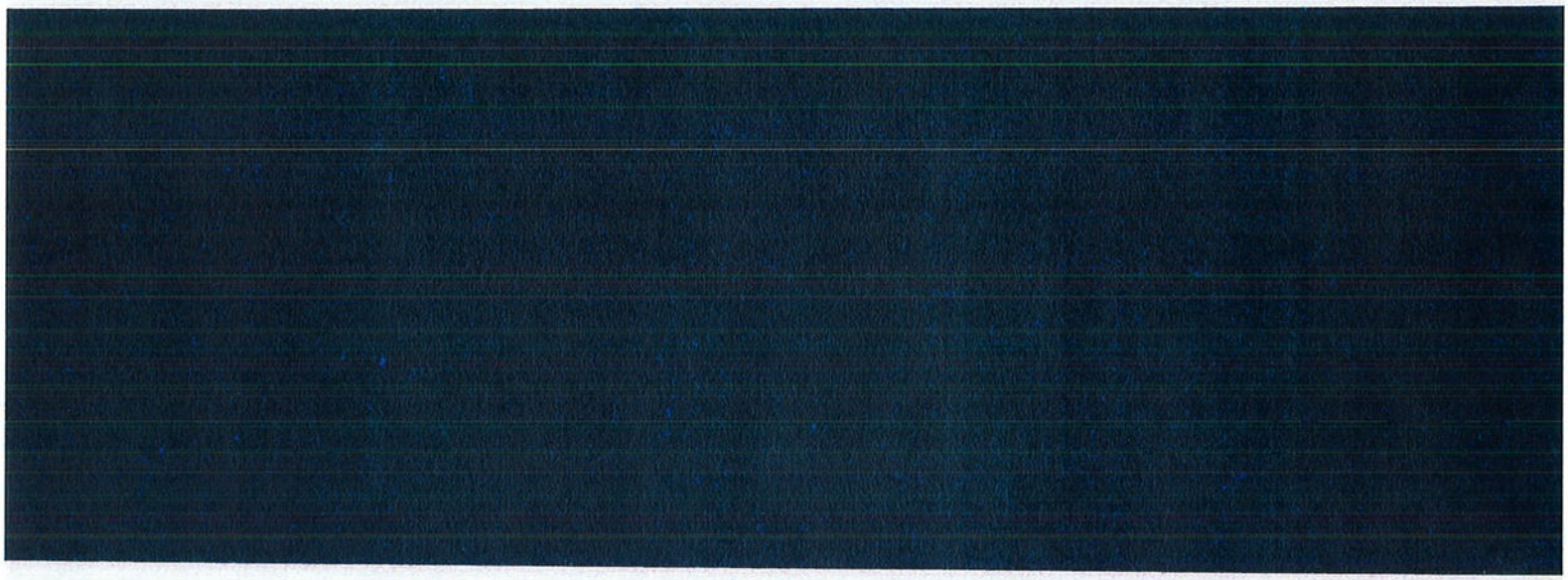

Systems Implementation Office
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www.fdot.gov

SCHEDULED 2022 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	***CANCELLED***	***CANCELLED***	***CANCELLED***
APRIL	April 6	April 7	April 25 at 3:00 p.m.
JUNE	June 1	June 2	July 11 at 5:00 p.m.
AUGUST	August 3	August 4	August 22 at 3:00 p.m.
OCTOBER	October 5	October 6	October 24 at 3:00 p.m.
DECEMBER	November 16	November 17	December 12 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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