Meeting Packet December 12, 2022 5:00 p.m.



Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



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-1-

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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Adrian Hayes-Santos, Chair

SUBJECT: Meeting Announcement

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on December 12, 2022 at 5:00 p.m. This meeting will be held in the John R. "Jack" Durrance Auditorium, Alachua County Administration Building, Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

Dedicated to improving the quality of life of the Region's citizens, by coordinating growth management, protecting regional resources, promoting economic development and providing technical services to local governments. Page Intentionally Left Blank



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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

5:00 p.m. December 12, 2022

STAFF RECOMMENDATION

Page #3 I. Approval of Meeting Agenda APPROVE BOTH AGENDAS and Consent Agenda Items The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items. Page #59 **II.** Florida Department of Transportation APPROVE STAFF Tentative Five-Year Work Program 2023-24 to 2027-28 RECOMMENDATION The Florida Department of Transportation has submitted its Tentative Work Program for review and comment. Page #83 **III.** Election of Officers **ELECT OFFICERS** In April 2022, the Metropolitan Transportation Planning Organization elected Adrian Haves-Santos as Chair, Mary Alford as Vice-Chair and Cynthia Moore Chestnut as Secretary/ Treasurer. Subsequently in July 2022, Raemi Eagle-Glenn was elected as Vice Chair. Page #85 IV. Audit Review Committee APPOINT MEMBERS

Each year, the Metropolitan Transportation Planning Organization appoints the Secretary/Treasurer and one other member to the Audit Review Committee.

Page #87 V. Florida Metropolitan Planning Organization Advisory Council APPOINT REPRESENTATIVES

Currently, Commissioner Reina Saco serves as the voting representative and Commissioners Marihelen Wheeler and Desmon Duncan-Walker serve as alternate representatives.

VI. Next Meeting

Back

Cover

The next Metropolitan Transportation Planning Organization meeting is scheduled for February 27, 2023 at 3:00 p.m.

VII. Comments

- A. Florida Department of Transportation Report*
- B. Public Comment*

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

- C. Metropolitan Transportation Planning Organization Members*
- 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 Alachua County Administration Building Gainesville, Florida

5:00 p.m. December 12, 2022

STAFF RECOMMENDATION

REAPPOINT MS. BULLOCK

FOR INFORMATION ONLY

Page [#]7 CA. 1 Minutes - October 24, 2022

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

Page #13CA. 2Safety Performance Measures and Targets

APPROVE STAFF RECOMMENDATION

APPROVE MINUTES

The Metropolitan Transportation Planning Organization needs to set safety performance measures and targets.

Page [#]17 CA. 3 Citizens Advisory Committee -

Nelle Bullock has reapplied for appointment to the Citizens Advisory Committee.

Page [#]21 CA. 4 Passenger Rail Update -

At its October 24, 2022 meeting, the Metropolitan Transportation Planning Organization requested information concerning a passenger rail demand study.

Page #45CA. 5Florida Metropolitan Planning Organization
Advisory Council - 2023 Weekend InstituteFOR INFORMATION ONLY

The Florida Metropolitan Planning Organization Advisory Council will be scheduling its 2023 Weekend Institute.

Page #47CA. 6Transportation Disadvantaged Program -
Resolution of AppreciationAPPROVE RESOLUTION
OF APPRECIATION

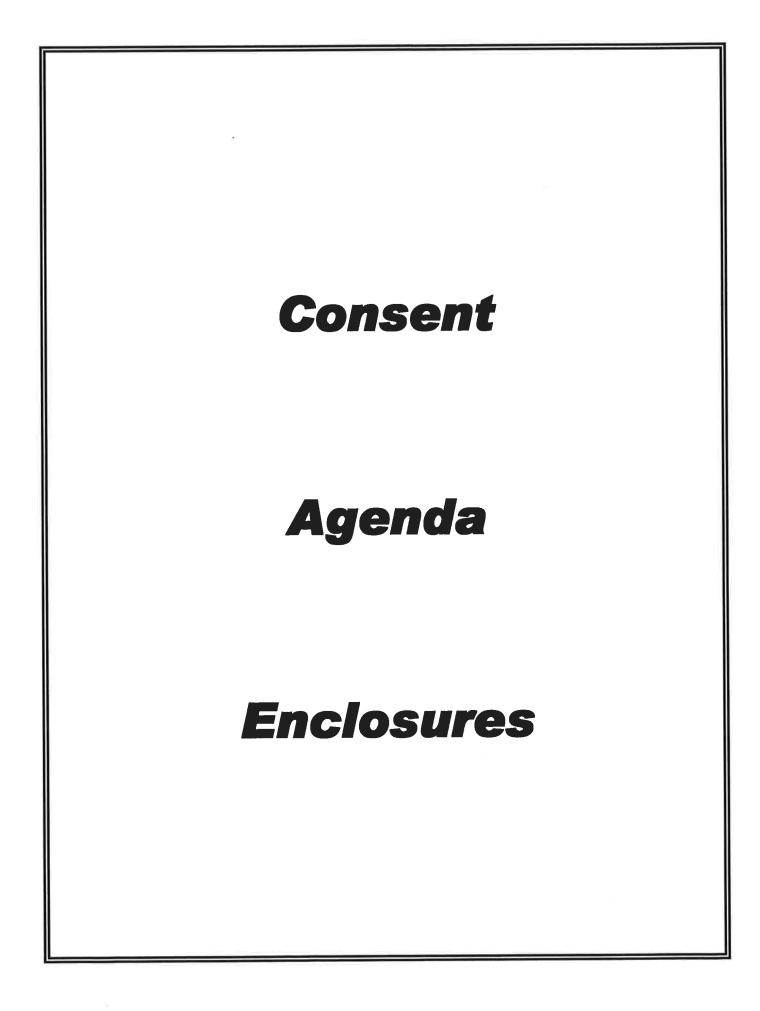
Jeffrey Aboumrad served as the Central Florida Community Action Agency representative since August 2014.

Page [#]51 CA. 7 Transportation Disadvantaged Program -Status Report

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

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-6-



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

MEMBERS PRESENT

IN PERSON David Arreola Adrian Hayes-Santos, Chair Charles Chestnut IV Raemi Eagle-Glenn Lauren Poe Anna Prizzia Reina Saco Marihelen Wheeler

MEMBERS ABSENT

Ken Cornell Cynthia Moore Chestnut Gloria James Desmon Duncan-Walker Harvey Ward October 24, 2022 3:00 p.m.

CA.1

OTHERS PRESENT VIA COMMUNICATIONS MEDIA TECHNOLOGY See Exhibit A

STAFF PRESENT VIA COMMUNICATIONS MEDIA TECHNOLOGY Scott Koons Michael Escalante

MEMBERS PRESENT VIA COMMUNICATIONS MEDIA TECHNOLOGY Karen Taulbee/Greg Evans

CALL TO ORDER - October 24, 2022

Chair Adrian Hayes-Santos called the meeting to order at 3:03 p.m.

DECLARE EXTRAORDINARY CIRCUMSTANCE DUE TO COVID-19 PANDEMIC

MOTION: Commissioner Wheeler 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. Commissioner Prizzia seconded; motion passed 7 Yeas and 1 Nay.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

MOTION: Commissioner Arreola moved to approve the Consent Agenda and Meeting Agenda. Commissioner Prizzia seconded the motion; motion passed unanimously.

II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -AMERICAN RESCUE PLANNING ACT OF 2021 FEDERAL TRANSIT ADMINISTRATION ROUTE RESTORATION PLAN GRANT AWARD

Scott Koons, Executive Director, stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add an American Rescue Planning Act of 2021 grant award for a route restoration plan for the Regional Transit System. He discussed the project and answered questions.

MOTION: Mayor Poe moved to approve the Transportation Improvement Program Amendment for an American Rescue Planning Act of 2021 grant award for a route restoration plan for the Regional Transit System. Commissioner Charles Chestnut IV seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
David ARREOLA	X				
		1000	Charles CHESTNUT IV	X	
		10.3	Raemi EAGLE-GLENN	X	
Lauren POE	X				
			Anna PRIZZIA	X	
Reina SACO	X				1.0
			Marihelen WHEELER	X	
Adrian HAYES-SANTOS	X				
Totals	4	0		4	0

Motion passed unanimously.

III. PASSENGER RAIL

Mr. Koons stated that the Florida Department of Transportation will present an overview of passenger rail. He introduced Rickey Fitzgerald, Florida Department of Transportation Freight and Rail Office Manager.

Mr. Fitzgerald discussed:

- Passenger rail services in Florida;
- Passenger rail service industry trends; and
- Passenger rail projects.

MOTION: Mayor Poe moved to authorize the Chair to send letters to the:

- 1. Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida;
- 2. Alachua County Board of County Commissioners and the municipalities within Alachua County requesting that those jurisdictions send letters to the Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida.

Commissioner Arreola seconded;

FRIENDLY AMENDMENT

Chair Hayes-Santos suggested that staff research the scope and cost for a passenger rail demand study and report back to the Metropolitan Transportation Planning Organization. Amendment accepted by Mayor Poe and Commissioner Arreola.

MOTION AS AMENDED

Mayor Poe moved to authorize the Chair to:

- 1. Send letters to the:
 - A. Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and
 - B. Alachua County Board of County Commissioners and the municipalities within Alachua County requesting that those jurisdictions send letters to the Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and
- 2. Have staff research the scope and cost for a passenger rail demand study and report back to the Metropolitan Transportation Planning Organization.

Commissioner Arreola seconded; motion passed unanimously.

IV. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Hayes-Santos stated that its next scheduled meeting is December 12, 2022 at 5:00 p.m.

VII. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

There was no report.

B. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

There were no member comments

C. PUBLIC

There were no public comments.

D. CHAIR'S REPORT

Mr. Koons noted that the meeting was the last meeting for Karen Taulbee, Florida Department of Transportation District 2, Urban Planning Manager, because she will be retiring in November 2022. He and several members thanked her for her service.

ADJOURNMENT - The meeting was adjourned at 3:43 p.m.

Date

Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

Interested Citizens

None

Alachua County

Corbin Hanson*

Alan Yeatter

Chris Dawson

City of Gainesville

Cynthia Curry* Jesus Gomez* Deborah Leistner* Malisa McCreedy*

Florida Department of Transportation

Brian Austin* Rickey Fitzgerald*

* Via communications media technology # Provided written comments

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Metropolitan Transportation Planning Organization Minutes October 24, 2022 Dixte + Birchmist + Hamilton Lafayette + Levy + Madison Suwannee + Taylon + Union Countries

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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. October 24, 2022

APPROVE STAFF

RECOMMENDATION

STAFF RECOMMENDATION

Page [#]7 CA. 1 Minutes - August 22, 2022

APPROVE MINUTES

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

Page [#]21 CA. 2 Transportation Alternatives Program/ Safe Routes to School/ Shared-Use Nonmotorized Trail Applications

> The Florida Department of Transportation will be notifying agencies concerning the Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail grant application cycles.

Page #27CA. 32023 Meeting Schedule

APPROVE STAFF RECOMMENDATION

The Metropolitan Transportation Planning Organization 2022 Meeting Schedule needs to be approved.

Page #31CA. 4Selection of Auditor for Fiscal Year 2021-22,
Fiscal Year 2022-23 and Fiscal Year 2023-24APPROVE AUDIT COMMITTEE
RECOMMENDATION

The recommended auditor for the next three years is Powell and Jones, Certified Public Accountants.

Page #33CA. 5Engagement Letter for Fiscal Year 2021-22

APPROVE STAFF RECOMMENDATION

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

Page [#] 41	CA. 6	Proposed Amended Budget for Fiscal Year 2021-22	APPROVE STAFF RECOMMENDATION
		This amended budget will allow staff to monitor Metropol Organization expenditures and make appropriate adjustme	itan Transportation Planning nts as needed.
Page [#] 45	CA. 7	Florida Department of Transportation Office of Inspector General Audit Report	FOR INFORMATION ONLY
		The Florida Department of Transportation Office of Inspec audit of Metropolitan Transportation invoices and has issue	
Page [#] 63	CA. 8	Transit Ridership Status Report	FOR INFORMATION ONLY
		The Metropolitan Transportation Planning Organization har recovery from the Covid-19 Pandemic.	s been monitoring ridership
Page [#] 75	CA. 9	Florida Department of Transportation Safety Newsletter - Traffic Safety Talk	FOR INFORMATION ONLY
		The Florida Department of Transportation District 2 Safety newsletter concerning several transportation safety issues.	Office has provided a
Page [#] 85	CA. 10	Florida Transportation Disadvantaged Program - Transportation Disadvantaged Community Transportation Coordinator Designation	APPROVE STAFF RECOMMENDATION
		This agenda item concerns the use of a competitive request selection of the Alachua County Community Transportation	
Page [#] 87	CA. 11	Transportation Disadvantaged Program - Status Report	FOR INFORMATION ONLY
		The Metropolitan Transportation Planning Organization ha	s requested regular status reports

concerning this program.



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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Safety Performance Measures and Targets

STAFF RECOMMENDATION

Set Safety Performance Targets consistent with the Florida Department of Transportation Targets.

Safety Topic	Performance Measure	Target
1	Fatalities	Zero
2	Serious Injuries	Zero
3	Non-Motorized Fatalities and Serious Injuries	Zero
4	Fatalities Per 100 Million Vehicle Miles Travelled	Zero
5	Serious Injuries Per 100 Million Vehicle Miles Travelled	Zero

Please note that the since the Florida Department of Transportation Tentative Work Program was not available for advisory committee review, the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee meetings were cancelled.

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act continues the implementation of the performance measures federal legislation. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to annually set safety targets for fatalities and serious injuries. The Metropolitan Transportation Planning Organization initially set safety targets for fatalities and serious injuries at its December 4, 2017 meeting.

Staff has been coordinating with the Florida Department of Transportation. Exhibit 1 is the Florida Department of Transportation Strategic Highway Safety Plan implementation summary brochure. A summary of the Florida Department of Transportation statewide safety targets is listed in the matrix above.

Attachment

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FLORIDA STRATEGIC HIGHWAY SAFETY PLAN



WHAT IS THE STRATEGIC HIGHWAY SAFETY PLAN (SHSP)?

The SHSP is a statewide safety plan developed by FDOT and its safety partners as a framework for eliminating fatalities and serious injuries on all public roads. This framework is the guide for how Florida's traffic safety partners will move toward the vision of a fatality-free transportation system during the next five years. To achieve this vision, this SHSP affirms the target of zero traffic fatalities and serious injuries.

This SHSP deepens our resolve to aggressively reduce fatal and serious injury crashes in Florida. It introduces Florida to a "Safe System" approach promoted by the Federal Highway Administration to address all elements of a safe transportation system in an integrated manner. This approach means new priorities and strategies; enhanced and new partnerships; and committing more of our time, talent, and resources. We believe our collective commitment will help all of us make significant progress toward this vision in the next five years and beyond.

KEY STRATEGIES

Safety professionals typically focus on four major approaches for reducing fatalities and serious injuries, the 4Es of traffic safety: Engineering, Education, Enforcement, and Emergency Response.

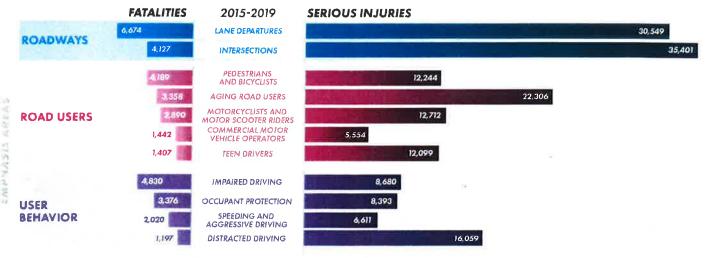
While these continue to be key approaches for this SHSP, we are also thinking more broadly by adding four additional approaches, the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies. This broader approach examines how factors such as urban design and land use decisions contribute to safer communities, and how emerging technologies can reduce fatalities and serious injuries.



EMPHASIS AREAS

Through data analysis, we identified the top 12 emphasis areas and organized them into three categories – Roadways, Road Users, and User Behavior – supported by traffic records and information systems as the foundation for data-driven decisions. In addition to these existing emphasis areas, we are watching the data for six additional areas that are either high-risk or high-impact crashes that are a subset of an existing emphasis area such as work zones, drowsy and ill driving, and rail crossings or are areas of emerging risk and innovations where safety implications are unknown, such as roadway transit, micromobility, and connected and automated vehicles.

These emphasis areas provide focus to our safety initiatives. Projects are planned, delivered, and maintained at the direction of transportation professionals throughout the state. Coalitions that support the emphasis areas bring together partners to analyze data, create strategic action plans, implement programs, monitor performance, and provide accountability across coalitions.



TRAFFIC RECORDS AND INFORMATION SYSTEMS

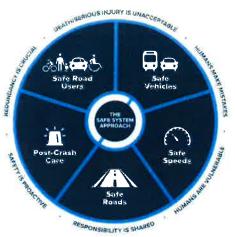
THE FOUNDATION FOR DATA-DRIVEN DECISIONS



For more information: Florida Department of Transportation, Safety Office (850) 414-3100 | www.fdot.gov/safety/













OUR CALL TO ACTION

Florida's safety vision begins and ends with a single word:



Zero fatalities. Zero injuries. Zero families, communities, and workplaces impacted by the tragedy of a life lost or permanently changed by a serious injury.

Achieving **zero** takes everyone working together. None of us can do this alone. We can all do something.

If you are ...

An individual – choose daily to practice safe driving, riding, and walking behaviors, avoid unnecessary risks, and share the road safely with other road users.

A family member or caregiver – teach children from the youngest age about the importance of safety, and monitor the driving skills of family members for signs of changes in vision, physical abilities, and cognition.

A business or military base – adopt policies requiring employees to practice safe driving behavior while on the clock, support additional transportation options, and encourage safe behavior 24/7.

A school – teach and promote traffic safety through interactions with children, parents, and caregivers.

A local government – adopt rules and policies that promote safety and make transportation and land use decisions to support safe communities for all residents.

A law enforcement officer – enforce traffic laws, demonstrate and encourage positive behavior, and work with local governments to identify and reduce risks.

A prosecutor or part of the court system – ensure penalties are applied for safety-related offenses.

A transportation planner or engineer – prioritize and advance proven practices for making our streets, roads, and intersections safer.

FDOT, FLHSMV, and other state agency staff – continue a strong commitment to improving roadway safety through resource allocation, policy support, and organizational leadership.

An elected official – make safety a high priority for our state through proactive and visible leadership.

An insurance company – provide strong financial incentives for safe driving practices.

An emergency response or health professional – continually enhance the timeliness of response to crashes and the quality of care for crash victims.

A vehicle manufacturer or technology provider – develop and refine vehicle and roadside systems to reduce driver or rider error and prevent crashes.

A hospitality professional – provide information to your visitors for traveling safely while touring Florida.

A realtor or residential property manager – provide information to new Florida residents to educate them on traffic safety in and around their new community.

Together, we can make progress each year – and together, we can achieve our vision of zero.

To learn more on how you or your organization can take action and support this vision, please visit **www.fdot.gov/safety**





For more information: Florida Department of Transportation, Safety Office (850) 414-3100 | www.fdot.gov/safety/







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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Scott R. Koons, AICP, Executive Director < FROM:

2009 NW 67th Place, Gainesville, FL 32653 - 1603 • 352 . 955 . 2200

SUBJECT: Citizens Advisory Committee Vacant Position

STAFF RECOMMENDATION

Reappoint Nelle Bullock to the Citizens Advisory Committee for a term ending December 31, 2025.

BACKGROUND

Nelle Bullock has applied to serve an additional three-year term on the Citizens Advisory Committee. Her application for reappointment is attached as Exhibit I.

Attachment

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE APPLICATION

Please return to:

Date: 12-1-2022

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

NAME Nelle Bullock
ADDRESS 3546 NW 234 Place
CITY/STATE/ZIPCODE CAINESVILLE FI 32605
EMAIL Nelie bullock@ bellsouth. Net
TELEPHONE (HOME) 352 - 371- 7691
(WORK) / // / M
(CELL) 362-514-2817
HOW LONG A RESIDENT OF ALACHUA COUNTY? 17 YEARS
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES NO _X
OCCUPATION retired social worker (LCSW)
EDUCATION MASTER'S

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT TOANS PORTATION DISADURATE get MARTIN COUNTY BO'S; 90'S; UNTIL 2005, CAC SINCE ?

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS Too MANY to 1:st

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

Signature Melle Gr. Ballach

Additional information may be attached to this form

t:\mike\em17\cac\cac application2017.docx December 15, 2016



2009 NW 67th Place, Gainesville, FL 32653 - 1603 + 352, 955, 2200

December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Passenger Rail Update

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its October 24, 2022 meeting, the Metropolitan Transportation Planning Organization received a presentation from the Florida Department of Transportation on passenger rail. Subsequent to the presentation, the Metropolitan Transportation Planning Organization approved a motion to:

- 1. Send letters to the:
 - A. Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and
 - B. Alachua County Board of County Commissioners and the municipalities within Alachua County requesting that those jurisdictions send letters to the Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and
- 2. Have staff research the scope and cost for a passenger rail demand study and report back to the Metropolitan Transportation Planning Organization.

Staff researched passenger rail demand study. Attached are the:

- Exhibit 1 Rail Feasibility Analysis Summary Report Tampa Bay to Northeast Florida;
- Exhibit 2 Florida Department of Transportation email stating the study cost \$100,000; and
- Exhibit 3 Capital Region Transportation Planning Authority email stating it is waiting for a Florida-Atlantic Rail study report.

Attachments

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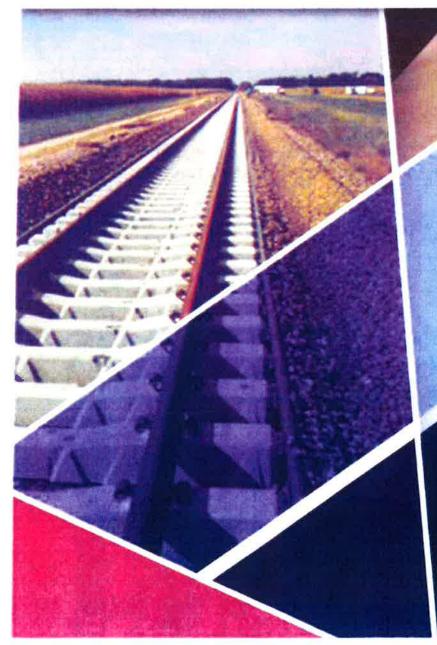
EXHIBIT 1



Rail Feasibility Analysis Summary Report

Tampa Bay to Northeast Florida

Financial Project ID: 405776-1-12-21





FEBRUARY 2018

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Introduction

This *Rail Feasibility Analysis Summary Report* documents the technical analysis conducted by the Florida Department of Transportation (FDOT) to evaluate the feasibility of enhanced or new intercity passenger rail service between Tampa Bay and Northeast Florida. Based on recommendations resulting from the I-75 Relief Task Force, the North I-75 Master Plan Study (August 2017) was initiated to evaluate I-75 and parallel corridors as a system and determine their ability to accommodate the future congestion. To supplement that effort, this rail feasibility analysis was initiated to consider the need for enhanced passenger rail and to evaluate the feasibility of this alternative mode to address future regional travel demand within the study area. Consistent with the North I-75 Master Plan Study, this evaluation considers interregional transportation needs through the year 2040 planning horizon.

Background

In 2013, FDOT completed a high-level **Concept Study** that assessed transportation needs in a 19-county area extending from Tampa Bay to Northeast Florida incorporating two of the state's most populated regions (refer to Figure 1). The study identified long-term mobility and connectivity needs include growing demand for moving people and freight; increasing delay and decreasing reliability on I-75 and other existing highways; significant crash rates along portions of I-75, as well as other regional facilities; limited modal options; and limited connectivity to Rural Areas of Opportunity and other places targeted for economic development. The Concept Study recommended FDOT conduct a more detailed Evaluation Study to assess the feasibility of developing a multimodal transportation corridor between the northern portion of the Tampa Bay region and I-75. The study also recommended this corridor be considered in the context of a long-term vision of improving connectivity between Tampa Bay and Northeast Florida. The Concept Study was developed as part of **Florida's Future Corridors** planning process, a cooperative effort between FDOT and statewide, regional and local partners to envision and plan Florida's major statewide, multimodal transportation corridors.

In October 2015, based on the results of the Concept Study, FDOT Secretary Jim Boxold established the I-75 Relief Task **Force** (Task Force) for the purpose of providing consensus recommendations for maximizing existing and developing new high-capacity transportation corridors to serve the Tampa Bay to Northeast Florida study area, with initial emphasis on the area along and to the west of I-75. The Task Force included 21 members representing state agencies, local governments, Regional Planning Councils (RPCs), environmental organizations, businesses, economic development interests, and the public. The Task Force's primary focus was on developing strategies to provide congestion relief on I-75, which serves as a critical gateway to Florida for both people and freight. The Task Force focused on identifying mobility needs in six counties along and to the west of I-75 through their Initial Focus Area (Alachua, Citrus, Hernando, Levy, Marion, and Sumter counties). As a result of data collected during the Task Force, the study noted that I-75 faces significant safety, efficiency, and reliability issues today-all of which are anticipated to become more significant as the state's population, visitors, economy, and trade flows continue to grow.



Figure 1. Tampa Bay to Northeast Florida Study Area & Task Force Initial Focus Area

The Task Force developed a **framework of potential short**, **medium**, **and long-term solutions** for enhanced and new high-speed, high-capacity transportation corridors for further study. The primary and immediate strategy recommended by the Task Force was to further evaluate the transformation of I-75 from Hernando to Columbia counties through capacity and operational improvements. Additionally, the range of options included both maximizing the use of existing transportation facilities and developing new transportation facilities, with consideration of multiple modes. These Task Force recommendations included consideration of potential regional and interregional multimodal transportation solutions for further evaluation. The Task Force also reiterated the longer-term goal of providing better connectivity between Tampa Bay and Northeast Florida. As described in the <u>175 Rehef Task Force Recommendations Report</u>¹, the Task Force framework included the following freight and passenger mobility strategies for further evaluation and consideration of the multimodal opportunities and constraints within the larger study area between Tampa Bay and Northeast Florida.

1. Immediately optimize existing transportation corridors

The Task Force recommended FDOT continue to implement and evaluate these strategies as near-term opportunities where feasible.

- Improve intercity bus and rail connectivity and service. Intercity bus and rail connections from Tampa to
 Jacksonville primarily occur through Orlando rather than the Initial Focus Area. Projected growth in population,
 jobs, and visitors is anticipated to increase demand for a range of transportation choices. The Task Force
 recommended FDOT work with federal agencies, local governments, and the private sector to facilitate intercity
 bus and rail services, such as providing access for intercity bus operators at I-75 rest areas or Turnpike service
 plazas and supporting connectivity and interoperability between intercity bus, rail, and local public
 transportation systems to enable customers to complete end-to-end trips using a single ticket.
- 2. Evaluate potential enhancements to, or transformation of, existing transportation corridors

Both the consideration of freight and passenger rail enhancements were identified as medium-term strategies that could be implemented based on evaluation studies after further analysis of travel demand and feasibility.

- Expand freight rail capacity and connectivity, with emphasis on the S-line. CSX Transportation invested in improvements during the past decade to add capacity to the S-line, and estimates the S-line has sufficient capacity to accommodate anticipated growth in freight demand for the foreseeable future. In view of planned seaport expansions and intermodal logistics centers, the Task Force encouraged FDOT to work with CSX to identify future S-line capacity needs both within and outside of the Initial Focus Area, including additional sidings or spot improvements, improved intermodal terminal capacity, and enhanced connectivity to seaports and industrial sites. The Task Force also encouraged FDOT to work with CSX and the Florida Northern Railroad to explore opportunities for the use of existing and abandoned rail right of way for freight service, while maintaining prior investments in converting rail to trails. The Task Force recommended FDOT work with local governments and railroads to minimize potential impacts of expanded freight rail operations on existing communities by improving rail/highway intersections and by ensuring compatible land uses around rail corridors and terminals; and
- Provide more choices for long-distance travel by residents and visitors, including enhancing intercity bus services and creating passenger rail services. The Task Force recommended FDOT work with the rail industry to evaluate opportunities for linking cities such as Gainesville and Ocala to the statewide and national passenger rail network. These options could build on existing corridors such as the S-line, reuse of shortline and abandoned rail right of way, and/or development of new rail corridors.

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As part of FDOT's Future Corridors planning process, FDOT collaborated closely with state, regional, and local agencies; environmental stakeholders, business and economic development organizations; private landowners; and the public to develop **Guiding Principles** for corridor planning and recommendations on where future corridors should be located, and give guidance on how to balance considerations of conservation, countryside, and centers and communities when making decisions about the future of the study area's transportation corridors. The Task Force refined and recommended <u>20 Guiding Principles² including the following multimodal strategies:</u>

- Improve connectivity for transportation and other infrastructure to established and emerging regional population and employment centers.
- Make optimal use of existing transportation facilities before adding new capacity to existing facilities or developing new facilities.
- Direct strategic investments to transportation corridors that will provide better access to regional employment centers and other economic assets or provide better connectivity to global markets.
- Plan enhanced or new transportation corridors, where appropriate, to accommodate multiple modes of transportation, including opportunities for active transportation, and to accommodate multiple uses, including utility infrastructure.
- Plan rail and transit elements of future transportation corridors to support compact development locations and to encourage public transportation ridership.

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In response to the Task Force recommendation to evaluate providing more choices for long-distance travel, this rail feasibility study was initiated to analyze the feasibility of enhanced or new intercity passenger rail services. This *Rail Feasibility Analysis Summary Report* evaluates the **future need for enhanced or new intercity passenger rail** between Tampa Bay and Northeast Florida, including an analysis of existing and historical rail corridors. The feasibility analysis considered existing and planned multimodal connections, freight rail connectivity, and consideration of regional and interregional transit linkages that could support regional trips between the two metropolitan areas. This summary report includes documentation of existing and future conditions and an evaluation of qualitative and quantitative criteria to analyze the potential feasibility of enhanced passenger rail including ridership demand, service benefits, cost considerations, and environmental factors.

Study Area

To further evaluate the Task Force's recommendation of providing **enhanced regional connectivity** between Tampa Bay and Northeast Florida, the study area for this passenger rail feasibility analysis encompasses the counties between the two metropolitan regions. The study area is consistent with the Tampa Bay to Northeast Florida study area previously analyzed as part of the Concept Study (see Figure 1 shown previously).

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Existing and Historical Conditions

Socioeconomic Characteristics

Historically, intercity passenger rail was a predominant mode of travel within the state. Although Tampa and Jacksonville are two of Florida's largest metropolitan areas today, the catalyst of economic growth and development for both areas is owed in large part to the construction of rail lines to these cities during the 1880's. During the late 1800's, Henry B. Plant's newly constructed rail line and hotels attracted visitors and industries to Tampa Bay³, while Jacksonville served as the gateway to Florida's east coast resort towns along Henry Flagler's Florida East Coast Railway⁴. The area connecting these two metropolitan areas is historically rural in nature when compared to Tampa Bay and Jacksonville, and the average population density between the urban areas is lower than Central and South Florida⁵. Numerous small towns and communities exist between the larger cities of Tampa, Ocala, Gainesville and Jacksonville within the study area. These communities generally follow the patterns of historical rail lines, although many of these railroads have since been abandoned or exclusively serve freight.

According to the socioeconomic projections, Hillsborough County's population, inclusive of the Tampa Bay region, is expected to increase by nearly 700,000 people from 2010 to 2040 (56% increase)⁶. Similarly, the population in Duval County surrounding the Jacksonville metropolitan area is expected to grow by over 300,000 people by 2040 (37% increase)^{6.} Between these metropolitan regions and within the study area, the Villages, Ocala, and Gainesville serve as centralized residential and employment hubs, each with unique socioeconomic characteristics and continued population growth. The Villages and the Sumter County metro area have experienced the fastestgrowing population in the country for multiple consecutive years⁷, with a median age of 66⁸ characteristic of the significant retirement community population. Ocala in Marion County is a growing freight hub with several existing and planned large distribution centers as well as a key tourist destination (known as the horse capital of the world). Gainesville and Alachua County are home to the University of Florida and a recognized hub for biotech industries. The large student population introduces seasonal fluctuations in population and substantial traffic demand during events and holidays. The socioeconomic diversity, unique land use



characteristics, and varying travel markets within these large cities create a distinct opportunity for increased population growth and interregional transportation connectivity.

Most of the nation's rapid population growth and economic expansion is expected to occur in 11 megaregions (large networks of metropolitan regions). The Florida megaregion, with the principal cities of Miami, Orlando, Tampa and Jacksonville, is one of the **fastest growing megaregions** in the nation⁹. Florida's projected population growth and increasing demand for economic linkages between Southeast Florida's global business hub, Central Florida's internationally known destinations and the diverse industries of Tampa Bay and Northeast Florida create a unique

- ⁸ https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml?src=bkmk
- ⁹ http://www.america2050.org/florida.html

³ https://myfloridahistory.org/frontiers/article/75

⁴ https://myfloridahistory.org/date-in-history/april-15-1896/first-train-henry-flagler%E2%80%99s-florida-east-coast-railroadarrived-miami

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⁶ Compared and a poly of the 2017 Population Estimates

⁷ https://www.census.gov/newsroom/press-releases/2016/cb16-43.html;

https://www.census.gov/content/dam/Census/newsroom/press-kits/2017/Top%2025%20Fastest%20Metros.pdf

opportunity for improved interregional connectivity¹⁰. These changing demographic patterns and the trend towards more compact urban centers generate potential opportunities for enhanced transportation connections between these regions.

Environmental Features

Florida has more than 10 million acres of land conserved to protect our natural landscape for recreation and habitat. Connectivity both between and within these resources is an important aspect of Conservation.

Source: 1-75 Task Force Conservation Briefing Brock (February 2016) The I-75 Relief Task Force's *Recommended Guiding Principles for Planning Future Transportation Corridors* require consideration of conservation, countryside, and centers and communities when evaluating existing and future transportation corridors. For example, one of the key Guiding Principles is avoidance and minimization of potential impacts to conservation lands. Given Florida's sub-tropical climate and abundance of natural resources, numerous **environmental features** are present within the study area.

As part of the I-75 Task Force work, **Briefing Books** documenting existing environmental resources, opportunities and constraints related to corridor planning, and statewide policies and initiatives were prepared for the four themes of <u>Conservation</u>, <u>Countryside</u>, <u>Centers and Communities</u>, and <u>Corridors</u>. Each Briefing Book contains an overview map of significant environmental features within the study area for each of the four resource areas. The Briefing Books were developed using planning-level analysis and input from government agencies, property owners, residents, agricultural interests, business and economic development organizations, and environmental organizations during the I-75 Task Force.

Environmentally sensitive areas within the study area involving natural resources documented in the <u>Conservation</u> <u>Brefine Book</u> include public lands, parks and recreation areas, and conservation areas such as the Starkey Wilderness Preserve, Withlacoochee State Forest, Goethe State Forest, Ocala National Forest, Orange Lake, Lochloosa Lake, Paynes Prairie Preserve State Park, Newnans Lake, Santa Fe Swamp Conservation Area, Branan Field Wildlife and Environmental Area, military lands, and the St. Johns River. Local jurisdictions within the study area have established policies and initiatives influencing future land use for conservation and recreation areas. These policies impose limitations on development within or near sensitive lands. The goals of the feasibility study include the consideration of conservation and recreation areas, connectivity between environmentally sensitive areas, maintaining a balanced ecosystem for wildlife and habitat, and preserving recreational facilities and diverse habitats for wildlife. The protection of environmentally sensitive lands is a significant consideration for the feasibility of new or enhanced passenger rail service.

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Existing Rail Corridors

The existing, active rail corridors within the study area **exclusively serve freight operations**. Three major freight rail operators in Florida have tracks that converge in Jacksonville: CSX Transportation (CSX), Norfolk Southern Corporation (NS), and Florida East Coast Railway (FEC). A detailed summary of the existing freight network within the study area is documented in the <u>Corridors Briefing Book</u> prepared during the I-75 Task Force. The existing and historical rail corridors are illustrated on Figure 3.

Major rail corridors in the study area include the CSX "S-Line" which is a Class 1 freight corridor and additional minor freight connections (Class III lines). The CSX S-Line rail corridor traverses north – south for the length of the study area from Tampa Bay to Jacksonville. Other CSX facilities within the study area include the CSX "A-Line" connecting Tampa and Jacksonville via an eastern route through Orlando, the CSX Brooksville Line" running from Tampa Bay to Brooksville, and a CSX spur connecting Newberry, Alachua, Gainesville and Starke¹¹. CSX railroads serve both the Port of Tampa and the Port of Jacksonville.

Florida contains approximately 2,800 rail line miles and roughly 2,650 of these miles are owned and operated by 15 private freight railroad entities. Railroads are unlike highways, seaports, and airports as these transportation systems are primarily owned by public entities, whereas most of Florida's rail network is privately owned.

¹⁰ Tampa Bay to Northeast Florida Study Area Concept Report (October 2013)¹¹

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In addition to the three major freight railroads, the Florida Northern Railroad (FNOR) is a local or sportline railroad serving customers in Alachua, Citrus, Levy, and Marion counties. FNOR operates 24.3 route miles between Lowell and Candler in Marion County with an interchange with CSX at Ocala; 76 miles of track between High Springs and Red Level, with an interchange with CSX at Newberry; and 2.7 miles of industrial track in Ocala¹².

Many **historical rail corridors** used to span the study area and have since been abandoned, as shown in Figure 3. Most abandoned rail lines have been removed, with corridor ownership divided amongst many land owners, or converted to trails. Overall, it is estimated that in Florida approximately 768 miles of historical rail corridors were repurposed into 54 multiuse trails to support enhanced pedestrian and bicyclist mobility¹³. Approximately 431 additional miles of potential historical rail corridors have been identified as opportunities for multimodal trail development by the Rails-to-Trails Conservancy, with seventeen of these trails located within the 12-county study area.

There are several **existing and planned intermodal facilities** within the study area that serve freight mobility. Key rail terminals include CSX intermodal truck-to-rail transfer terminals in Winter Haven, Tampa and Jacksonville; NS and FEC intermodal terminals in Jacksonville; intermodal port facilities; and freight distribution facilities with rail access.

CSX has designated the Ocala/Marion County Commerce Park in Ocala as a "Select Site" as part of their network-wide economic development initiative, and is considered a rail-served, ready-to-build location for industrial development and expansion¹⁴. Additionally, other ILCs are planned for construction in the area, which include the Keystone ILC Terminal (City of Jacksonville, Duval County), Alliance Florida at Cecil Commerce Center (City of Jacksonville, Duval County), and Sumter County ILC (Sumter County) ¹⁵. Additionally, with the opening of the Central Florida ILC in Winter Haven and the beginning of SunRail commuter rail operations in Central Florida in 2014, which operates along the CSX A-Line, CSX shifted a significant portion of its daily freight traffic from the A-Line to the S-Line. The continued growth in freight mobility results in increased freight traffic on the railroads serving the increased freight demand.

Passenger Rail Service

Between 1971 and 2004, the study area was served by the Amtrak *Silver Palm* passenger rail service (renamed *Palmetto* in 2002). The *Silver Palm* operated on the CSX S-Line and provided passenger rail connectivity at stations in Waldo,

Passenger rail service within the study area has remained largely unchanged since 2004. Two Amtrak daily trains serve passengers between Tampa and Jacksonville via an indirect connection through Orlando (either rail or Thruway Bus Service). Ocala, Wildwood and Dade City. After 2004, direct intercity passenger rail service within the study area from Tampa to Northeast Florida through the study area was discontinued.

The *Palmetto* service was rerouted through Florida (becoming the *Silver Star*) to the more easterly route through Central Florida on the CSX A-Line between Tampa and Jacksonville via Orlando. Amtrak replaced rail service to the former stations on the CSX S-Line with Thruway Bus service. The Amtrak *Silver Meteor* passenger service from Miami to Jacksonville (operational since 1971), along the CSX A-Line, also provided connectivity to Tampa via a transfer to Thruway Bus service at the Orlando station. Existing and historical rail services in the study area are shown in Figure 4.

This addition of the Silver Star service essentially doubled the frequency of service to Jacksonville and Miami via Orlando from one to two daily trains. As of 2018, the existing Amtrak *Silver Service/Palmetto* provides passenger service (two daily trains) between Tampa and Jacksonville connecting to stations in Lakeland, Kissimmee, Orlando, Winter Park,

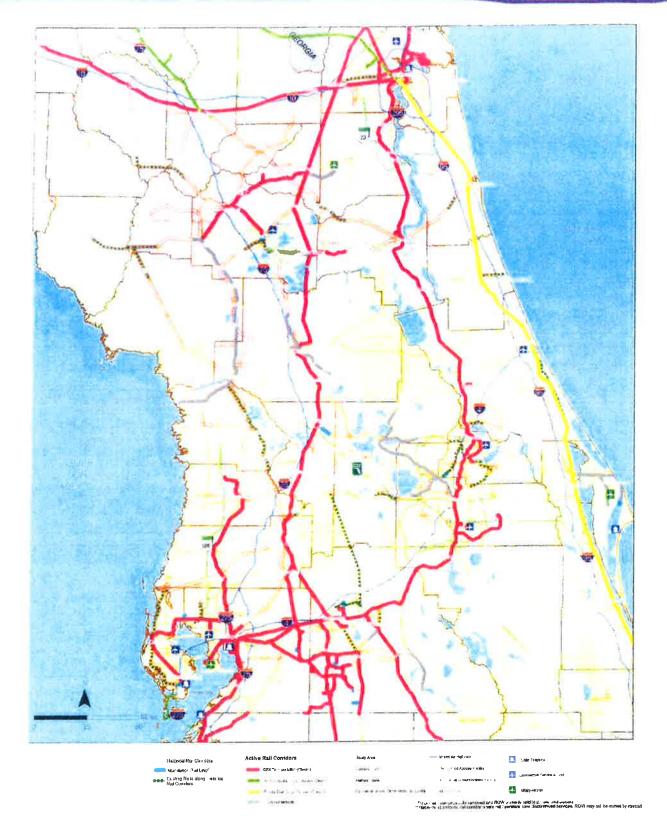
DeLand, and Palatka, with continuing service to Miami. Passenger rail service within the study area has remained largely unchanged since 2004. As of January 2018, Amtrak operates the Silver Star (train 91 is southbound and 92 is northbound) and the Silver Meteor (train 97 is southbound and 98 is northbound). Both routes connect New York and other cities along the east coast to the Jacksonville, Orlando and Miami markets.

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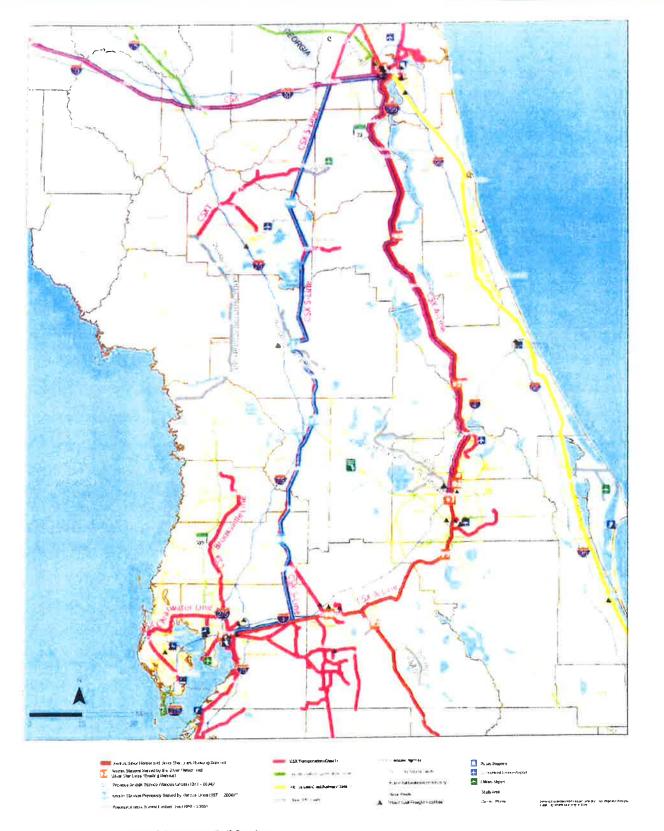
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Figure 3. Existing and Historical Rail Corridors

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Figure 4. Existing and Historical Passenger Rail Services

The Silver Star provides indirect rail service to Tampa via Orlando and the Silver Meteor provides connectivity to Tampa via Thruway Bus service. The Silver Star provides Thruway Bus service to the historical stops of Waldo, Ocala, Wildwood and Dade City and additional bus stops in Gainesville and the Villages. Bus schedules are timed to meet northbound and southbound trains at Jacksonville and Lakeland, respectively. However, bus service cannot be booked independent of a trip by train. For example, it is not possible to use Amtrak as a service provider if the intent of your trip is intercity travel between Tampa or Jacksonville and any of the previous intermediate stops along the CSX S-line such as Jacksonville to Gainesville.

Existing Passenger Rall Ridership

Passengers traveling between Tampa & Jacksonville make up a small percentage of total trips on the existing Silver Service in Florida. As part of this rail feasibility analysis, existing annual **ridership data** (station boardings and alightings) was obtained from Amtrak for 2016. The existing 2016 ridership shows that nearly 70% of the ridership in Florida (origin and destinations) involves trips north of Jacksonville (out-of-state trips). Additionally, a large portion of these out-of-state travelers (approximately 40%) are originating from or destined for Orlando. Approximately 13% of these out-of-state travelers use the Tampa station. Based on the ridership data, intra-Florida trips are dominated by Tampa, Orlando, and Jacksonville with those three stops making up two-thirds of the intra-Florida boardings and alightings. However, the average 2016 ridership showed

only 69 persons boarding or alighting at the Tampa station per day (to or from stations between Tampa and Jacksonville). Although the exact travel patterns of final trip destinations are not known as station-pair data was not available, it can be derived from the station boardings that passengers traveling between Tampa and Jacksonville make up a small percentage of total trips on the existing Silver Service in Florida.

Existing Travel Options

Within the study area, existing intercity travel from Tampa Bay to Northeast Florida is accomplished through plane, auto, intercity passenger rail, and privately-owned regional bus services. A summary of the existing travel options is provided in Table 1 and described below. The primary option for high-speed, high-capacity highway travel between Tampa Bay and Northeast Florida is the existing interstate system from I-75 in Tampa to I-10 in Jacksonville. As noted in the I-75 North Master Plan, traffic congestion occurs due to both recurring congestion (traffic bottlenecks) and nonrecurring congestion (incidents, seasonal and special events, and weather). The combination of recurring and nonrecurring congestion is contributing to unsatisfactory traffic operations witnessed in both the existing and future conditions on I-75. Existing air service results in a slightly lower travel time (considering airport security clearance timeframes) at a higher cost and involves additional baggage restrictions not associated with personal auto travel. As of 2017, Silver Airways is the sole airline carrier currently offering direct flights between Tampa and Jacksonville¹⁶.

As shown in Table 1, travel between Tampa and Jacksonville on existing Amtrak service takes about 5 hours and 30 minutes. However, as the *Silver Meteor* requires a transfer to the Thruway Bus, exact travel times are affected by highway traffic. The average travel time for the *Silver Star* service is approximately 5.25 hours which is **not competitive with the auto travel time** of approximately 3.5 hours. In peak conditions, the auto travel time has the potential to be impacted by existing traffic congestion or incidents. Similarly, the on-time performance for passenger rail is affected by incidents and heavy freight traffic on the shared freight and passenger corridors that the *Silver Service* operates on.

Similar to Amtrak service, travel between Tampa and Jacksonville using Greyhound and Megabus intercity bus services requires a stop or transfer in Orlando, and depending on the route, the service may stop in additional locations like Daytona Beach. Greyhound is the sole bus service providing a continuous service route between Tampa and

Within the study area, both existing intercity bus service and Arntrak service require a stop or transfer in Orlando for service between Tampa and Jacksonville. The limited intercity bus service is likely reflective of the need to capture the Orlando area market demand. Jacksonville¹⁷. Presently, Greyhound operates six daily routes between the cities (three routes in each direction). Greyhound provides service from Tampa to Jacksonville on a single-ticket, but the route choice may include a transfer in Orlando. Greyhound has other stops within the study area (including Chiefland, Crystal River, Gainesville, Lake City, Ocala, Palatka, Plant City and Spring Hill) but these do not include direct service between Tampa and Jacksonville on a single ticket.

Megabus, another privately-owned carrier, offers connecting (non-continuous) service between Tampa, Gainesville, and Jacksonville in the study area. This service requires a two "leg" trip with an intermediate stop in Orlando, a resulting layover, and a total trip time from Tampa to Jacksonville of approximately 13 hours. RedCoach previously served two locations in Jacksonville that are no longer active as of 2017. RedCoach does offer daily service between Tampa, Ocala, and Gainesville.

Table 1. Summary of Existing Travel Modes

			Trips per day	Travel Time*	Distance	Cost per person
Tra	vel Mode/Operator	Service Type	per direction	(hh:mm)	(miles)	(approximate)
	Silver Airways	Direct service from Tampa to Jacksonville	2 or more	1:06	221	\$90
	Automobile	Via I-75/I-10	n/a	3:30	250	\$20
	Amtrak Silver Meteor	Direct rail service through Orlando	1	5:15	246	Up to \$226
9	Amtrak Silver Star	Direct route via Bus Thruway to Orlando	1	5:24	246	Up to \$161
	Greyhound	Direct service through Orlando	3	5:40	133	Up to \$40
9	Megabus ¹⁸	Direct service via transfer in Orlando	2 or more	13:47	139	Up to \$30

Notes: Travel times do not include stops or airport security/check-in times. Travel times are without traffic congestion and are approximate for all modes. Routes, costs, and airlines were reviewed for travel dates between 1/15/17 to 1/21/17. Auto travel times were extrapolated from the Florida's Turnpike Enterprise (FTE) I-75 Relief Study Model (RSM). Average fuel cost based on travel distance (January 2018).

Transit Connectivity

Within the interregional study area between the Tampa and Jacksonville metropolitan areas, most of the local transit service is concentrated within the urban areas of Tampa, Ocala, Gainesville, and Jacksonville, where there is higher ridership potential. While inter-county local transit connectivity exists in the Tampa Bay and Northeast Florida regions, there are inter-county gaps in the North Central region, including missing connections between Alachua and Marion counties, from Marion to Citrus or Sumter counties, and from Citrus /Sumter counties to Hernando/Pasco counties. Gilchrist, Union and Bradford counties are not served by any public transit service, aside from trips provided specifically for transportation disadvantaged populations.

Enhanced or new passenger rail service within the study area would necessitate additional investments in transit improvements to provide system connectivity and interoperability between intercity bus, rail, and local public transportation systems where there are gaps in connectivity or increased service demand. Enhanced multimodal connectivity to improve passenger mobility between local transit services and passenger rail service would require further planning and coordination with local governments, regional transit agencies, Regional Planning Councils and Metropolitan Planning Organizations (MPOs). Passengers using new or restored rail service within the study area could

also utilize transportation network companies (TNCs) such as Uber or Lyft for first/last mile service from stations in select areas where these services are offered.

Future Conditions

Soc Seconomic Growin

Florida became the third most populous state in 2014¹⁹ and growth is anticipated to exceed 26 million residents by the year 2040²⁰. As noted previously, many of the counties in the study area are experiencing continued population growth. Two of the largest Metropolitan Statistical Areas (MSAs) in the state of Florida contain the cities of Tampa and Jacksonville. The Tampa-St. Petersburg-Clearwater MSA had an estimated population of 3,032,171 in 2016, whereas, the Jacksonville MSA has an estimated population of 1,478,212.²¹ As congestion and travel demand increases, system-wide transportation capacity issues are a growing concern. As documented in the *Tampa Bay to Northeast Florida Study Area Concept Report*, anticipated transportation system needs within the study area include:

- Long-term mobility and connectivity needs to address growing demand for moving people and freight; increasing delay and decreasing reliability on I-75 and other existing highways;
- Improving safety conditions to reduce the number of fatal traffic crashes, enhancing emergency access and evacuation routes throughout the state;
- Continued focus on coordinating transit investment with urban development decisions to enhance multimodal connectivity
- Enhanced high-speed, high-capacity transportation corridors, and
- Connectivity to emerging economic centers.

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Florida is a significant gateway for international trade imported and exported within the U.S. Approximately 20% of all the U.S. exports originate from Florida and the state is the second-largest Foreign Trade Zone network in the nation²². In addition to international trade, a significant amount of freight (70% of all freight flows) are distributed within the state rather than imported or exported²³. Over the next 20 years, the total weight (tonnage) of goods imported into and exported out of Florida is anticipated to increase by 64% from 232 Million tons in 2011 to 381 Million tons in 2040²³. In the same timeframe, the total value of goods imported into and exported out of Florida is anticipated to increase by 198%. As freight demand increases, growth in demand for freight rail is anticipated resulting in lower capacity for passenger service operating windows on shared freight/passenger rail corridors within the study area.

Planned Improvements

Planned rail facilities within the study area were reviewed to consider connectivity to existing or planned rail corridors during the development of concepts.

The Tampa Bay Area Regional Transportation Authority (TBARTA) published a Long-Range Transportation Master Plan which was adopted June 2015. A key element of the TBARTA Master Plan is to provide transit connectivity across the Howard Frankland Bridge (I-275/SR 93) corridor, linking Hillsborough and Pinellas counties via transit stations. As part of the Howard Frankland Bridge Project Development and Environment (PD&E) Study, FDOT is evaluating this transit linkage to Hillsborough County's Westshore Regional Multimodal Center and Pinellas County's proposed Gateway

- ²² https://www.enterpriseflorida.com/thefutureishere/logistics-distribution
- ²³ Florida Freight Mobility and Trade Plan (2014)

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²⁰ Bureau of Economic and Business Research. Projections of Florida Population by County (2020-2045), medium-range estimates. January 2018.

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station. Transit connectivity to these stations would allow uninterrupted transit movements from St. Petersburg and Clearwater across the bridge to Tampa's Central Business District. This transit corridor is being evaluated in conjunction with the PD&E Study and is anticipated to be complete in Spring 2018.²⁴ The Hillsborough Regional Transit Authority (HART), in partnership with FDOT, is conducting a regional premium transit feasibility plan to evaluate transit corridors to provide key transit linkages in urban areas in Hillsborough, Pinellas and Pasco counties and is studying rail, light rail, and BRT options. The study is anticipated to be complete in 2018.

In 2009, the Jacksonville Transportation Authority (JTA) along with First Coast MPO and Northeast Florida Regional Council conducted a study on the feasibility of commuter rail throughout the JTA service area. The study found three feasible preferred alternatives, which included routes from downtown Jacksonville to St. Augustine, downtown to Green Cove Springs, and downtown to Yulee. Preliminary planning efforts were completed in 2014 and included travel demand modeling²⁵. The downtown-to-St. Augustine corridor (Southeast Corridor) would run parallel to Florida East Coast Railway's tracks along Philips Highway. It would extend 38 miles and would feature 13 stations. The downtown-to-Green Cove Springs corridor (Southwest Corridor) would run along tracks owned by CSX and Norfolk Southern and would span 29 miles with 12 stations. The North Corridor from downtown to Yulee would be the shortest at 23 miles long but would have 15 stations.²⁶ As of December 2017, funding is not programmed for further project development and evaluation of the corridors.

The Jacksonville Transportation Authority is developing the Jacksonville Regional Transportation Center (JRTC) to serve multiple passenger transportation modes (buses, Skyway, Greyhound, Megabus, and passenger rail services). As part of the planned improvements, a rail connection would be constructed to connect the JRTC to Amtrak passenger rail services downtown. The Intercity Bus Terminal would be approximately 8,000 sq. ft. with a Bus Transfer Facility consisting of 13 bus bays and a 35,000-sq. ft. administration area. The final phases of construction are anticipated to be completed in 2019²⁷.

Feasibility Analysis Methodology

Evaluarion of Modal Technologies

In order to evaluate the feasibility of intercity passenger rail between Tampa and Jacksonville, the modal technology (or type) of passenger rail infrastructure was analyzed prior to ridership modeling and evaluation of the passenger rail scenarios developed. Various modal technologies were considered based on typical technologies implemented in medium to high-density population areas. Five modal technologies (including bus rapid transit (BRT), light rail transit (LRT), heavy rail transit (HRT), commuter rail (CR), and high-speed rail (HSR)) were used for comparison in this study to identify a recommended technology for further analysis. A summary of the **modal technologies considered** and the key characteristics associated with each modal technology are summarized in Table 2. Each technology was compared based on typical corridor lengths, average passenger capacity, capital cost per mile, operating costs, and general use. The general characteristics of each modal technology were documented from industry sources on project types. While this information is not project or study area specific, it provides a relative comparison of modal technologies.

Based on the summary presented in Table 2, the most cost-feasible modal technology for the purposes of this feasibility analysis is **intercity passenger rail**. High-speed intercity passenger rail would result in significant costs due to the need for grade separations, bridge structures, and the need for an exclusive passenger rail corridor for high-speed, electrified service. Other modal technologies reviewed in this study would generally require entirely new track systems, would not share rail systems with freight rail providers due to incompatible rail design, or would be cost prohibitive.

^{24 ;} Howard Franklin Bridge PD&E Study Documents, Accessed December 2017

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²⁶ https://coastaljax.com/imagine/first-coast-commuter-rail/

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Table 2. Summary of Modal Technologies

			Service Type		
Characteristics	Bus Rapid Transit (BRT)	Light Rail	Heavy Rail	Intercity Passenger Rail	High-Speed Rail (U.S. Systems)
Metropolitan Areas Served	Trips within dense urban areas and regional connectivity	Trips within densely developed urbanized areas	Trips within densely developed urbanized areas	Long-distance trips between major metropolitan areas	High-speed, long-distance trips between major metropolitan areas
Typical Route Length (miles)	5 to 15	5 to 15	5 to 15	50 to 2,000	150 to 400
Capital Cost per Mile	\$393,000 (includes right-of-way considerations)	\$110,000	\$508,000	\$571,000	\$53.5 Million (Estimated Average)
Operating Costs (per revenue hour)	\$147	\$268	\$266	\$513	\$2,554
Shares Tracks with Freight/Passenger Rail	No	No	No	Yes	No
Average Maximum Speed (MPH)	45 (Typical urban posted speeds)	50	70	19-90	90-110
Station Spacing (miles)	0.25<	0.25 to 1	<1 to 5	5 to 50	10 to 50
Propulsion System	Gasoline-Hybrid	Electricity	Electricity	Diesel-Electric	Electricity
Right-of-Way Requirements (feet)	11 or more	11 to 33 (single or double track)	25 to 33	37 or more	50 or more
Vehicles	BRT Bus	Modern articulated streetcars	Modern subway or elevated cars	Locomotive-hauled or self- propelled coaches	Locomotive-hauled cars
Length (buses or cars) 1 bus (40 to 60 ft.) 1 to 3 Sources: Canital costs and monarative costs wave derived from ETA Cardinal Cost harshow 28	1 bus (40 to 60 ft.)	1 to 3	4 to 10	2 to 14	8 to 12

Sources: Capital costs and operating costs were derived from FTA Capital Cost Database²⁸ Modal Characteristics: Comparison of Selected Characteristics Among Different Types of Rail Passenger Services Based Upon Typical North American Practice (Table data from SouthEast Wisconsin Regional Planning Commission newsletter, August, 1998, Vol 38, No 2, page 10)

Notes: Operating costs for directly operated services include operator wages, other salaries/wages, firinge benefits, services, fuel and lube, tires, other materials and supplies, utilities, casually and liability, taxes, purchased transportation, and miscellaneous costs; BRT right-of-way cost estimates include projects with at grade exclusive right-of-way, at grade semi-exclusive, at-grade in mixed-traffic, guideways with aerial structure, built-up full, underground cut-and-cover, and underground turinels; BRT ROW width is for fixed-guideway minimums

Within this study area, intercity passenger rail would have the following benefits when compared to other modal technologies:

- Modal technology is characteristic of long-distance passenger services similar to Amtrak and interregional commuter rail systems in the U.S.
- Average station spacing and route length is representative of regional mobility needs between Tampa Bay and Northeast Florida
- Potential to share the CSX S-Line or a newly constructed rail line with freight rail providers if the railroad owners and operators concur with access rights/track usage resulting in potential right-of-way cost savings (dependent on access/trackage costs negotiated)
- Minimizes environmental impacts associated with an exclusive passenger service rail corridor
- Moderate capital cost investment compared to the other technologies

Ridership Analysis Methodology

Ridership estimates for passenger rail service for the year 2040 were developed to evaluate the potential travel demand for enhanced passenger rail within the study area. Background data including population, employment, and travel forecasts for the analysis was obtained from the travel demand model used for the North I-75 Master Plan. These traffic forecasts were developed by the Florida's Turnpike Enterprise (FTE) using the I-75 Relief Study Model (RSM). The I-75 RSM was based on socioeconomic data obtained from the local MPOs during model development.

Ridership estimates were developed based on the travel demand model by analyzing potential train schedules, travel time between potential station stops, and frequency of passenger trains. The model evaluates the potential ridership based on the comparison of other modes such as auto travel time.

Possenger Rail Scenarios Considered

Four passenger rail scenarios were considered to evaluate the feasibility of passenger rail service. The scenarios were developed to address alternate scenarios on increased frequency of existing service, restoration of historical passenger rail service, enhanced passenger service connectivity, and consideration of a new service/route. The purpose of this scenario analysis was to evaluate the increase in ridership potential for each scenario. Specific alignments and station stops were not identified for this preliminary planning effort.

- Scenario 1 uses existing Amtrak Silver Star service on the CSX A-Line with existing stations in Jacksonville, Palatka, DeLand, Winter Park, Orlando, Kissimmee, Lakeland, and Tampa. In Scenario 1, the frequency of direct rail service is increased from one train (in the existing condition) to two trains to provide an equal comparison of the scenarios.
- Scenario 2 consists of restored passenger rail service on the CSX S-Line with historical station stops of Jacksonville, Waldo, Ocala, The Villages, Dade City, and Tampa.
- Scenario 3 is similar to Scenario 2, but would replace the Waldo station with a new station and rail line to serve downtown Gainesville, with stations in Jacksonville, Gainesville, Ocala, The Villages, Dade City, and Tampa.
- Scenario 4 includes passenger service with new rail segments connecting the existing Brooksville CSX line, Florida Northern Railroad, and the CSX S-Line with stations in Jacksonville, Gainesville, Dunnellon, Brooksville, and Tampa.

All four alternatives assume shared freight and passenger use of existing railroads where existing within the route. However, use of existing rail corridors would require coordination and access agreements (and associated costs) with private railroads. To provide a comparative analysis, the same frequency (two trains per day) was used for each alternative.

Feasibility Analysis Results

Projected Ridarship Demond

As noted previously, the ridership model was used to project future ridership demand through the year 2040. These are high level forecasts based on the I-75 Relief Study travel demand model. Similar to the existing condition, the ridership model showed that intra-Florida trips are dominated by Tampa, Orlando, and Jacksonville with those three stops making up two-thirds of projected intra-Florida rail ridership. There is limited end to end Tampa Bay to Jacksonville interaction in the ridership model largely due to the **non-competitive travel time** of the passenger rail scenarios as compared to auto travel times. The travel time resulting from the ridership model and the projected 2040 ridership (total daily station boardings and alightings) are shown in Table 3.

Due to the more direct routes from Tampa to Jacksonville assumed in the analysis, the travel time improves for all scenarios as compared to the existing condition. The potential new service modeled in Scenario 4 reduces the travel time, as compared to Scenarios 1-3. Based on the travel demand model estimates, daily ridership demand forecasted for the year 2040 resulted in a range of between 313 projected daily riders on Scenario 2 (restored passenger service on the S-Line) to a maximum of 531 passengers with Scenario 4 (new rail service/new rail alignment). The ridership estimates showed **minimal growth in ridership demand** through the year 2040 as compared to the existing 2014 ridership of 248 daily riders. The comparison of Scenario 1 (existing service route) and Scenario 2 (restored historical service route) show that the ridership would decrease with Scenario 2. Since the travel time is more competitive with Scenario 2, the lower ridership is likely attributable to the loss of market demand with the Orlando station stop.

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Assumption	Scenario 1: Existing Amtrak Silver Star Service	Scenario 2: Restored CSX S-Line Service (Waldo)	Scenario 3: Restored CSX S-Line Service (Gainesville)	Scenario 4: New Passenger Service
Station Stops	Jacksonville Palatka DeLand Winter Park Orlando Kissimmee Lakeland Tampa	Jacksonville Waldo Ocala The Villages Dade City Tampa	Jacksonville Gainesville Ocala The Villages Dade City Tampa	Jacksonville Gainesville Dunnellon Brooksville Tampa
Frequency		2 trains per direction p	er day (for all scenarios)	
Jacksonville – Tampa Travel Time	5 hr 23 min	4 hr 25 min	4 hr 30 min	3 hr 50 min
2040 Daily Ridership Forecasts (Boardings and Alightings)	364	313	410	531

15

Table 3. Projected Ridership Demand and Travel Time

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Based on the limited existing ridership, it is assumed that many people using the existing Amtrak service are not making standard travel time and cost choices, but instead are either captive (they have no other way to make the trip) or are choosing rail as the mode for personal reasons that do not include travel time. Given limited funding for passenger rail nationwide, a direct connection between Tampa and Jacksonville would not provide a significant ridership benefit and the cost to implement service would be substantial. The actions of other private transportation service providers offer additional insight into the potential demand of a direct connection between Tampa and Jacksonville; only one airline provides direct flights between the cities, and there are very limited options for intercity bus service between the cities, with RedCoach recently terminating service to Jacksonville from Tampa, Ocala, and Gainesville. Based on the projected ridership, intermediate stations between the Tampa and Jacksonville areas would not provide significant ridership potential and neither would an end-to-end direct service without intermediate stations.

Summary

The project team identified **planning-level recommendations** within the study area based on the feasibility analysis documented within this summary report, Based on the analysis conducted, intercity passenger rail service would be the most feasible mode of transportation due its travel speed (up to 90 mph), relatively low average capital cost for each new mile of rail line constructed, relatively low average operating cost per revenue hour, and its ability to share existing CSX S-Line tracks or newly constructed tracks with freight rail providers if access rights and use of tracks is provided by the private railroad owners.

CSX has increased freight tonnage on the CSX S-Line between Tampa and Jacksonville due to SunRail commuter rail implementation along the A-Line. Increased freight tonnage on the S-Line reduces opportunities to incorporate new passenger rail service on the S-Line. Additionally, the S-Line contains single track rail segments, which limit freight service and mobility by allowing one rail provider to operate in one direction at a time. Limiting bi-directional train movement results in potential congestion and freight delays or reductions in trip frequency. There is an increased likelihood of freight interference and customer dissatisfaction from increased delays and travel time resulting from the rail system operating over-capacity. As part of this study, FDOT's coordination with CSX confirmed that future passenger rail service along the CSX S-Line corridor would not be viable due to the existing and planned freight mobility needs. CSX was supportive of potential future passenger rail connectivity between the CSX Brooksville Line and the CSX Gainesville spur if warranted by future travel demand. This connectivity would also require coordination and support of the Pinsley Florida Northern Railroad (FNOR).

Passenger rail capacity could be accommodated if a new rail line was constructed to support passenger rail service between Tampa and Jacksonville. However, even with the maximum projected ridership forecasts, a maximum of approximately 531 daily riders (ons and offs) would be estimated to use the new service by the year 2040. Approximate cost estimates for construction of a new passenger rail line for this long-distance passenger rail service would be cost prohibitive based on average capital costs derived from the National Transit Database and consideration of the extremely low benefit/cost with the low projected ridership.

Enhanced or new intercity passenger rail service (whether enhanced or newly constructed) would not be feasible based on the significant capital costs and operations and maintenance costs, in addition to substantial environmental impacts. Ridership demand is minimal, anticipated capital costs of a newly constructed or enhanced rail line would not be justified based on anticipated ridership, and the CSX S-tine would not likely have capacity to accommodate passenger rail services given the existing demand for freight. The low projected ridership indicates that enhanced intercity passenger rail would not provide any significant diversion of auto traffic from I-75 within the study area. Based on existing and future socioeconomic forecasts and projected ridership demand, the results documented within this summary report indicate that enhanced or new passenger rail from Tampa to Jacksonville is not feasible through the year 2040.

From:	Shen, Huiwei [Huiwei.Shen@dot.state.fl.us]
Sent:	Monday, November 28, 2022 8:48 AM
To:	Mike Escalante
Cc:	Taulbee, Karen: Austin, Brian: Scott Koons
Subject:	RE: Rail Feasibility Study - Tampa Bay to NE Florida Cost Estimate Query

Mike,

The cost of this study was approximately 100K. Thank you.

Huiwei Shen Chief Planner Florida Department of Transportation huiwei.shen@dot.state.fl.us 850.414.4911 (direct) 850.694.8634 (cell)

From: Mike Escalante <<u>escalante@ncfrpc.org</u>>
Sent: Wednesday, November 23, 2022 3:41 PM
To: Shen, Huiwei <<u>Huiwei.Shen@dot.state.fl.us</u>>
Cc: Taulbee, Karen <<u>Karen.Taulbee@dot.state.fl.us</u>>; Austin, Brian <<u>Brian.Austin@dot.state.fl.us</u>>; Koons, Scott
<<u>koons@ncfrpc.org</u>>
Subject: Rail Feasibility Study - Tampa Bay to NE Florida Cost Estimate Query

EXTERNAL SENDER: Use caution with links and attachments.

Huiwei,

Can you get me a cost estimate for this study [cover attached]?

mike



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

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

From: Sent:	Slay, Greg [Greg.Slay@talgov.com] Wednesday, November 23, 2022 7:53 PM
То:	Mike Escalante
Cc:	Scott Koons
Subject:	Re: Passenger Rail Service Feasibility/Restoration Study Query

Hi Mike -

We have not. We're waiting to see how FDOT's current study comes out. The FL-Atlantic rail though our area has several sections that are in really bad shape and barely able to operate above a Class III status. There been a lot of conflicting info about restoration of passenger rail through the panhandle so I'm hoping the FDOT study will give us some definitive results.

Let me know if you'd like to discuss further.

Have a great Thanksgiving!

Greg

Sent from my iPhone

On Nov 23, 2022, at 3:59 PM, Mike Escalante < escalante@ncfrpc.org > wrote:

EXTERNAL EMAIL

Please report any suspicious attachments, links, or requests for sensitive information.

Greg,

Has the Capital Region TPA conducted or participated in any recent passenger rail service studies for the Tallahassee metropolitan area?

The Gainesville MTPO is looking into the restoration of passenger rail service to Alachua County and wanted to know about study scopes and costs.

Thanks,

mike

<image002.jpg>

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

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



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

December 5, 2022

TO:	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM:	Scott R. Koons, AICP, Executive Director $\leq \mathcal{C} $
SUBJECT:	Florida Metropolitan Planning Organization Advisory Council - 2023 Weekend Institute Status Report

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

Usually, Metropolitan Transportation Planning Organization members are informed about the Spring 2023 Weekend Institute meeting dates at its December meeting. However, the Florida Metropolitan Planning Organization Advisory Council has acquired a new consultant and the dates for the 2023 Weekend Institute have not yet been announced and materials are still under development. Previously, areas of discussion at the Weekend Institute have included:

Decision Making

The **Weekend Institute** provides Metropolitan Planning Organization Board members with an opportunity to enhance their leadership skills and their understanding of transportation decision-making, including the key role they play.

Planning Process

The **Weekend Institute** covers a variety of topics and provides Metropolitan Planning Organization Board members with the knowledge and tools necessary to engage in the metropolitan transportation planning process.

Practical Application

The information provided during the **Weekend Institute** is designed for practical application in transportation planning activities performed by elected officials.

Upon notification of the Weekend Institute meeting dates, staff will inform members concerning those dates and provide Weekend Institute registration information.

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December 5, 2022

TO:	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM:	Scott R. Koons, AICP, Executive Director $SR/$
SUBJECT:	Transportation Disadvantaged Program - Alachua County Resolution of Appreciation

RECOMMENDATION:

Approve the attached resolution of appreciation for Jeffrey Aboumrad.

BACKGROUND:

The attached resolution of appreciation is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Jeffrey Aboumrad served as the Florida Department of Education Representative on the Board since August 2014.

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

Attachment

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RESOLUTION

WHEREAS, Jeffrey Aboumrad has served as the Florida Department of Education Representative on the Alachua County Transportation Disadvantaged Coordinating Board since August 2014; and

WHEREAS, Jeffrey Aboumrad ably discharged the duties of the Florida Department of Education Representative on the Alachua County Transportation Disadvantaged Coordinating Board;

Disadvantaged Coordinating Board, and concern for the transportation disadvantaged needs of Alachua appreciation to Jeffrey Aboumrad for dedicated service rendered to the Alachua County Transportation NOW, THEREFORE, BE IT RESOLVED: That the members and staff of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area do hereby express their County and the State of Florida; and

the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for all citizens of BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the community to view and recognize the accomplishments and service of Jeffrey Aboumrad.

Adrian Hayes-Santos, Chair

ADOPTED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

<u>December 12, 2022</u> Date



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2009 NW 87th Place, Gainesville, FL 32653 -1603 • 352.955.2200

December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation Disadvantaged Program - Status Report

RECOMMENDATION

For Information Only.

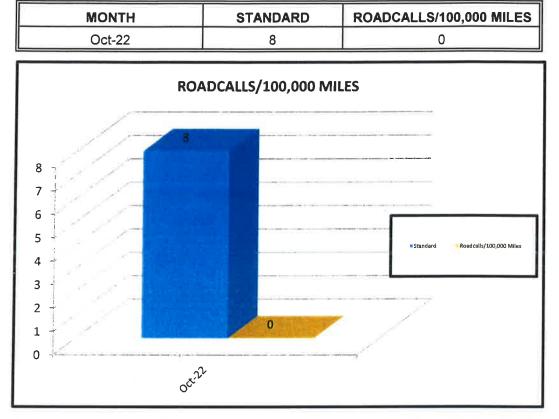
BACKGROUND

Attached are the October 2022 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

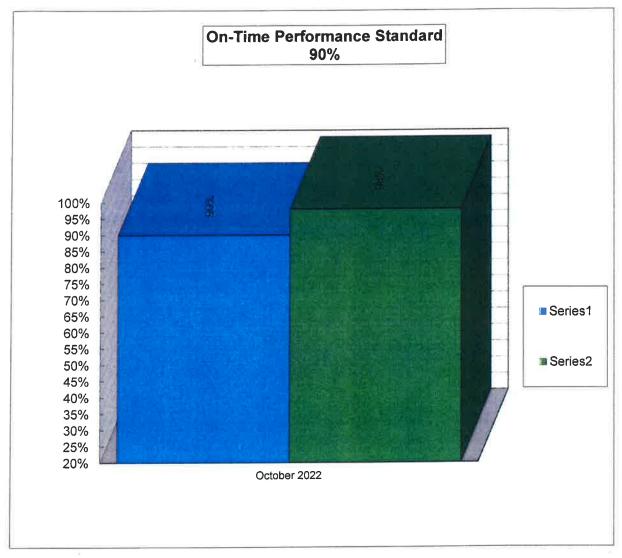
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TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, OCTOBER 2022



Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS OF PERFORMANCE ALACHUA COUNTY OCTOBER 2022

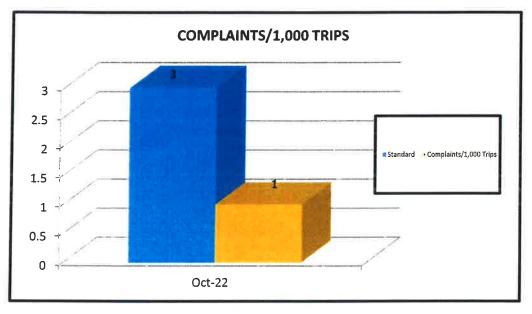


Source: MV Contract Transportatio, Inc. On-Time Analysis

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

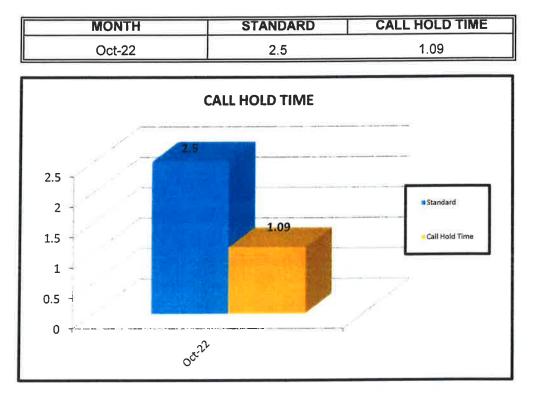
ALACHUA COUNTY, OCTOBER 2022

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Oct-22	3	1



Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, OCTOBER 2022

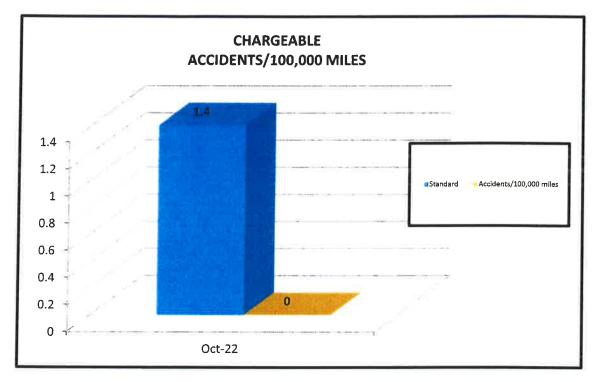


Source: MV Contract Transportation, Inc. Operations Report

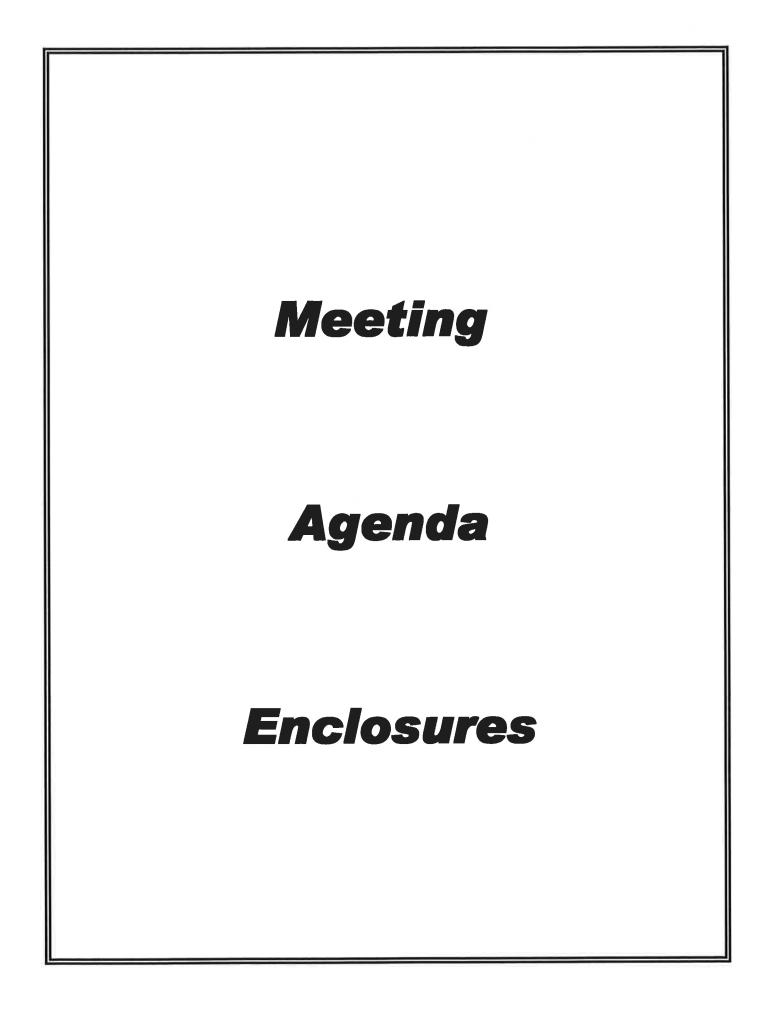
TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY OCTOBER 2022

MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Oct-22	1.4	0



Source: MV Contract Transportation, Inc. Operations Report





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

December 5, 2022

TO:	Metropolitan	Transportation	Planning	Organization for th	e Gainesville	Urbanized Area
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FROM: Scott R. Koons, AICP, Executive Director STC

SUBJECT: Florida Department of Transportation Tentative Five-Year Work Program

STAFF RECOMMENDATION

Request that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program (Exhibit 1) and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:

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

The Tentative Five-Year Work Program was not available for review by the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee.

BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program to the State Legislature. The Florida Department of Transportation Tentative Five-Year Work Program lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2023-24 to 2027-28). Exhibit 2 includes the Florida Department of Transportation Tentative Five-Year Work Program December 1, 2022 public hearing announcement.

Action Being Requested

The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization an opportunity to request changes to existing or proposed projects and to hear requests for new projects to be added to, or existing projects to be deleted from, the Tentative Five-Year Work Program. Exhibit 3 shows new projects identified in the Florida Department of Transportation Tentative Five-Year Work Program.

Attachments

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DISTRICT 2



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2023 TO FISCAL YEAR 2027

SUMMARY REPORT

AS OF 10/18/2021-7:36 PM SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2 PROJECTS FUNDED JULY 1, 2022 TO JUNE 30, 2027 VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT2 ALACHUA COUNTY PROJECTS

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY		Fixed Ca	apital Outlay			
404744-9 - GAINESVILLE Type of Work: FIXED CAF	E OPERATIONS FUEL CANOPY FIRE SUP PITAL OUTLAY	PRESSION SYSTEM	REPLACEMENT			
Phase	Funding Source	2024	2025	2026	2027	2028

Construction	State	\$95,000	
Total for Project 404744-9	A STATE OF STREET	\$95,000	

444863-1 - GAINESV ST MTLS OFC - HVAC DUST COLLECTION SYSTEM MAINTENANCE Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Total for Project 444863-1	ATTACK STAND	\$50,000	\$60,000	\$50,000	\$50,000	560,000

448273-1 - GAINESV ST MTLS OFC - UNINTERRUPTABLE POWER SUPPLY (UPS)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$300,000	\$300,000	\$300,000	\$200,000	
Total for Project 448273-1	When the second states are shown	\$300,000	\$300,000	\$300,000	\$200,000	18

450286-1 - GAINESVILLE SMO - AIR HANDLERS REPLACEMENT (BLDG D/E)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$100,000	\$100,000	\$100,000	\$100,000	
Total for Project 450286-1	Constant and the second second	\$100,000	\$100,000	\$100,000	\$100,000	Sector Sector

450287-1 - GAINESVILLE SMO - GENERATOR CONVERSION - DIESEL TO NATURAL GAS Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$300,000			
Total for Project 450287-1		U REAL NOTION	\$300,000			and a little of the

450292-1 - SMO - DRAINAGE REGRADE/CORRECTION BLDG A CONF & BREAKROOM FLOOD CTRL

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$200,000				
Total for Project 460292-1	LIL MARKEN HE WAR	\$200,000	Contraction and a	E ALL AND	The second	



450293-1 - SMO-RAISED MEDIAI Type of Work: FIXED CAPITAL OU		DER BETWEEN SMO/	MAINTENANCE YE)		
Phase	Funding Source	2024	2025	2026	2027	20
Construction	State	4044	2020	1010	\$100,000	20
Total for Project 450293-1	State	COMPANY OF THE OWNER	THE REAL PROPERTY AND		\$100,000	10120
150294-1 - SMO RENOVATIONS- Type of Work: FIXED CAPITAL OL	•	NTROL & MONITOR S	YSTEM)			
Phase	Funding Source	2024	2025	2026	2027	20:
Construction	State	\$100,000	2023	\$500,000	2021	
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Construction	State		\$43,000			
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Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450296-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450297-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450297-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construction Cotal for Project 450298-1 Source of Work: FIXED CAPITAL OU Phase Construct of Work: FIXED CAPITAL OU	ITLAY Funding Source State ULLARDS (BLDG D) TLAY Funding Source State LLARDS (BLDG E) TLAY Funding Source State TALL FACILITY WIDE INTERCO TLAY Funding Source	2024 2024 2024 DM SYSTEM 2024	\$43,000 \$43,000 \$43,000 \$43,000 \$43,000 \$43,000	2026	2027	202
ype of Work: FIXED CAPITAL OU Phase Construction Total for Project 450296-1 50297-1 - SMO - SECURITY - BO ype of Work: FIXED CAPITAL OU hase construction otal for Project 450297-1 50298-1 - SMO - SECURITY - BO ype of Work: FIXED CAPITAL OU hase construction otal for Project 450298-1 50299-1 - SMO - SECURITY - INS ype of Work: FIXED CAPITAL OUT	Funding Source State PLLARDS (BLDG D) TLAY Funding Source State LLARDS (BLDG E) TLAY Funding Source State TLAY Funding Source State TLAY Funding Source State TLAY Funding Source State	2024 2024 2024	\$43,000 \$43,000 \$43,000 \$43,000 \$43,000 \$43,000 \$43,000	2026	2027	202



ALACHUA COUNTY Fixed Capital Outlet 450300-1 - SMO - SECURITY - INSTALL FACILITY-WIDE CAMERAS Type of Work: FIXED CAPITAL OUTLAY							
Phase Construction	Funding Source State	2024 \$190,000	2025	2026	2027	2028	

452101-1 - BOILER REPLACEMENT BUILDINGS D/E (DESIGN AND CONSTRUCTION) Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$100,000	\$100,000		
Total for Project 452101-1			\$100,000	\$100,000	WILLIAM MANA	



ALACHUA COUNTY

Freight Logistics And Passenger Operations Program: Aviation

428830-1 - GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local	\$250,000	\$500,000	\$500,000		
	State	\$250,000	\$500,000	\$500,000		
Total for Project 428830-1	and the second se	\$500,000	\$1,000,000	\$1,000,000	U. SEMONARY (0)	12121

428832-1 - GAINESVILLE REGIONAL APT TAXIWAY A DRAINAGE/ RETENTION PFL008733 Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local			\$350,000		
	State			\$350,000		
Total for Project 428832-1		Saw Lind of South	SENSTRONG ST	\$700,000	115100 11 All 1 1 100	100 C

429036-2 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT NEW GA TERMINAL PFL0013433 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$6,750,000		
	Local			\$375,000		
	State			\$375,000		
Total for Project 429036-2		aut de la serie	the Alexander	\$7,500,000	A STATISTICS	No. Serie J

432958-2 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT TWY E CONNECTOR PFL0013968 Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$1,665,000		
	Local			\$92,500		
	State			\$92,500		
Total for Project 432958-2	A REAL PROPERTY.		1.1	\$1,850,000		I Transie

434921-2 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT BULK HANGAR PFL0010364 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local					\$1,000,000
	State					\$1,000,000
Total for Project 434921-2		San di San di			With States IN	\$2,000,000



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ALACHUA COUNTY

Freight Logistics And Passenger Operations Program: Aviation

436594-2 - GAINESVILLE REG APT LAND ACQ TO FACILITATE OBSTACLE REMOVAL PFL0012818 Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$3,600,000		
	Local			\$200,000		
	State			\$200,000		
Total for Project 436594-2	the second second second	and the later	A THE S YEAR	\$4,000,000	and the most of	

436594-3 - GAINESVILLE REGIONAL APT COMMERCIAL APRON EXPANSION PFL0013966 Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal					\$5,859,000
	Local					\$325,500
	State					\$325,500
Total for Project 436594-3	THE REPORT OF AN ADDRESS OF A DECK		se salis dia		Charles and	\$6,510,000

438739-2 - GAINESVILLE REG APT DESIGN & CONSTRUCT TXWY C PFL0012567 Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$3,690,000		
	Local			\$205,000		
	State			\$205,000		
Total for Project 438739-2	THE REAL PROPERTY OF			\$4,100,000		A-Tex -

440038-1 - GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658 Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local		\$172,500			
	State		\$172,500			
Total for Project 440038-1		1.161.1	\$345,000		Without State of the State of the	

440049-1 - GAINSVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local					\$175,000
Ophan	State					\$175,000
Total for Project 440049-1			A REPORT OF	WHILE ST. S. LO.	NR OTHER AND	\$360,000

443800-1 - GAINESVILLE REGIONAL APT PURCHASE & INSTALL EMERGENCY GENERATOR @ ATCT Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local		\$60,000			
o operation	State		\$60,000			
Total for Project 443800-1		and Section 1	\$120,000	a Serger S	Colorado Listopi	Mar Market

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ALACHUA COUNTY	Freight Logistics And Passenger Operations Program: Aviation

443801-1 - GAINESVILLE REGIONAL APT INTERNAL SERVICE RD EXPANSION Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$261,000		
	Local			\$14,500		
	State			\$14,500		
Total for Project 443801-1	the state of the state of the	a the tribult	William at 12	\$290,000		6-918 (b)(b)

443803-1 - GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 1

Type of Work: AVIATION REVENUE/OPERATIONAL

Total for Project 444408-1

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local				\$675,000	
	State				\$675,000	
Total for Project 443803-1		STATE STATE		Distant and the second	\$1,350,000	1. 1. 2. 2. 1. 1

\$4,500,000

\$1,000,000

444408-1 - GAINESVILLE REG APT GA APRON STRENGTHENING Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026
Capital	Federal	\$3,500,000		
	Local	\$500,000	\$500,000	
	State	\$500,000	\$500,000	

2027

2028



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ALACHUA COUNTY Freight Logistics And Passenger Operations Program: Transit

215546-2 - GAINESVILLE RTS SECTION 5307 FORMULA GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	Federal	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000
	Local	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000
Total for Project 215546-2	Sal Provide States	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000

404026-1 - GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000
S april 1	Local	\$1,050,000	\$1,050,000	\$1,050,000	\$1,050,000	\$1,050,000
Total for Project 404026-1	and the second second	\$5,250,000	\$5,250,000	\$5,250,000	\$5,250,000	\$5,250,000

411757-1 - GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	Local	\$1,840,718	\$1,890,857	\$1,947,583	\$2,006,010	\$2,066,190
opolationo	State	\$1,840,718	\$1,890,857	\$1,947,583	\$2,006,010	\$2,066,190
Total for Project 411757-1		\$3,681,436	\$3,781,714	\$3, 895, 166	\$4,012,020	\$4,132,380

427250-1 - ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	Federal	\$385,149	\$472,179	\$486,344	\$500,934	\$515,962
operatione	Local	\$385,149	\$472,179	\$486,344	\$500,934	\$515,962
Total for Project 427250-1	United and Addition of Succession	\$770,298	\$944,358	\$972,688	\$1,001,868	\$1,031,924

441520-1 - ALACHUA CO RTS TRANSIT IMPROVEMENT SECTION 5339

Type of Work: TRANSIT IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal	\$364,001	\$364,001	\$364,001	\$364,001	\$364,001
odpital	Local	\$91,000	\$91,000	\$91,000	\$91,000	\$91,000
Total for Project 441520-1		\$455,001	\$455,001	\$455,001	\$465,001	\$485,001



ALACHUA COUNTY

207611-5 - SR222(NW39TH AVE) FROM NW 43RD STREET TO NW 24TH BLVD Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$1,331,014			
	State		\$4,796,714			
Total for Project 207611-5		E CASE THE S	\$6,127,728	1 = 3 - 200 - 200	2 S S S S S	and the second

207648-5 - SR20(US441) MLK MEM HWY FM US441 OVERPASS AT CR2054 TO NW 147TH DRIVE Type of Work: LANDSCAPING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$1,299,602				
Total for Project 207648-5	State of the second second	\$1,299,602				Hel Street

207648-6 - US441(N/MLK MEM HWY) FROM NW 125TH STREET TO WEST OF NW 129TH TERRACE

Type o	f Worl	c SID	EWALK
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Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$322,834		And the second second	
Construction	Federal				\$590,893	
Total for Project 207648-6		make the second	\$322,834	a state that is	\$590,893	1-0.15

207648-7 - SR20(US441)N MLK MEM HWY FROM CR2054 TO NW 167TH BLVD Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal	\$551,542				
	State	\$509,413				
Railroad & Utilities	Federal	a second processing which where the	\$50,000			
Construction	Federal			\$11,558,046		
	State			\$303,832		
Total for Project 207648-7	State of the second second second	\$1,060,955	\$50,000	\$11,861,878	- 10 Harris	가리 24 1 36

207658-3 - SR26(W UNIVERSITY AVE) FROM SR26A(SW 2ND AVE) TO SR25(US441)SW 13TH ST Type of Work: LIGHTING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$832,863			
Construction	Federal					\$3,020,446
	State					\$755,111
Total for Project 207658-3		CALL ST. ST.	\$832,863		of the second	\$3,775,557



Highways

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Type of Work: RESURFACING						
Phase	Funding Source	2024	2025	2026	2027	20:
Construction	Federal	\$11,922,512				
	State		\$1,631,992			
and the second se		a second s	and Mary hearton Carl Linds and			and the second se
Total for Project 207668-3			\$13,554,504			
Total for Project 207668-3 207761-2 - SR26 AT HATCHET CI Type of Work: BRIDGE-REPAIR/R Phase		2024	2025	2026	2027	202
207761-2 - SR26 AT HATCHET CI Type of Work: BRIDGE-REPAIR/R	EHABILITATION			2026	2027	202

207779-3 - SR45(US27) FROM SW15TH AVENUE TO SR25(US441)

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	State		\$2,077,739	6-24		
Total for Project 207779-3			\$2,077,739			TERVICE ST

207794-3 - SR200(US301) FROM SR20 TO SR26

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Railroad & Utilities	State	\$50,000				
Construction	Federal		\$13,348,643			
	State		\$6,410,556			
Total for Project 207794-3	LAND MARKEN LAND	\$50,000	\$19,759,199	A the state		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

207798-7 - SR45(US41) FROM THE LEVY COUNTY LINE TO SR24

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$3,653,812				
	State	\$2,062,917				
Total for Project 207798-7		\$5,716,729		Survey of the		1.315 100-00

207817-5 - SR26(W UNIVERSITY AVE) FROM W 38TH STREET TO GALE LEMERAND DRIVE Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$762,290			
	State		\$336,537			
Total for Project 207817-5	And the second se		\$1,098,827	A LAP LA	SAN ANARA	



ALACHUA COUNTY						Highway
207850-2 - SR26 CORRIDOR	FROM GILCHRIST C/L TO CR26A	E OF NEWBERRY				
Type of Work: ADD LANES &	RECONSTRUCT					
Phase	Funding Source	2024	2025	2026	2027	202
Dicht of Mou	State	\$2,034,889	\$6,244,100			
Right of way						
The second	State	\$1,000,001			\$4,000,112	
Railroad & Utilities	State Local	\$1,000,001			\$4,000,112 \$9,124	
Right of Way Railroad & Utilities Construction	the second se	\$1,000,001				

214952-2 - I-75(SR93) NB ALACHUA COUNTY REST AREA

Type of Work: REST AREA

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	State					\$500,000
Total for Project 214952-2		Set Stern Line (1983)	DEUXED OF STOL	OL, U. SPA ALA	12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$500,000

413517-1 - D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	State	\$1,068,061	\$1,100,369	\$1,134,669	\$1,171,140	
Total for Project 413517-1		\$1,068,061	\$1,100,369	\$1,134,669	\$1,171,140	SIST SLOP

423071-5 - I-75(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2024	2025	2026	2027	2028
PD & E	State				\$1,550,000	
Tetal for Project 423071-5	with the all statistics in the			MML produces	\$1,550,000	Intelligible - Linder

427326-2 - NW 141ST STREET AND NW 166TH PLACE Type of Work: SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$83,614		2010 10 10 10 10 10 10 10 10 10 10 10 10	
Construction	Federal				\$421,803	
Total for Project 427326-2	stand Statistics and states	Index index the	\$83,614		\$421,803	adat set s

434318-2 - SR200(US301) FROM THE MARION COUNTY LINE TO NORTH OF 203RD STREET

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$5.664.154			
	State		\$4,745,168			
Total for Project 434318-2			\$10,409,322	CT ALL STATE	Pr 1412413	The state



ALACHUA COUNTY						Highways
435889-1 - SR120(NW 23 AVE) &	SR25(US441)(NW 13 ST)					
Type of Work: TRAFFIC SIGNAL U						
Phase	Funding Source	2024	2025	2026	2027	202
Right of Way	Federal	\$143,358				
and the second	State	\$11,000				
Construction	Federal					\$870,02
	State					\$623,47
Total for Project 435889-1	AND A SUBSCIENCES.	\$154,358	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			\$1,493,500
		AVE, SR120				
Type of Work: TRAFFIC SIGNAL U	JPDATE	AVE, SR120 2024	202 5	2026	2027	202
Type of Work: TRAFFIC SIGNAL U Phase			2025	2026	2027	2020
Type of Work: TRAFFIC SIGNAL L Phase Right of Way	JPDATE Funding Source	2024 \$44,979	2025	2026	2027	\$4,909,66
Type of Work: TRAFFIC SIGNAL U Phase Right of Way Construction	JPDATE Funding Source State	2024	2025	2026	2027	
Type of Work: TRAFFIC SIGNAL U Phase Right of Way Construction Fotal for Project 435890-1	JPDATE Funding Source State State	2024 \$44,979	2025	2026	2027	\$4,909,66
Type of Work: TRAFFIC SIGNAL U Phase Right of Way Construction Total for Project 435890-1 439175-1 - SR26 FROM NEWBER	JPDATE Funding Source State State	2024 \$44,979	2025	2026	2027	\$4,909,66
Type of Work: TRAFFIC SIGNAL U Phase Right of Way Construction Fotal for Project 435890-1 I39175-1 - SR26 FROM NEWBER Type of Work: BIKE PATH/TRAIL	JPDATE Funding Source State State	2024 \$44,979	2025	2026	2027	\$4,909,66
435890-1 - SR331 AT SE 4TH AV Type of Work: TRAFFIC SIGNAL L Phase Right of Way Construction Total for Project 435890-1 439175-1 - SR26 FROM NEWBER Type of Work: BIKE PATH/TRAIL Phase Preliminary Engineering	JPDATE Funding Source State State RRY TO JONESVILLE	2024 \$44,979 \$44,979				\$4,909,665 \$4,909,665

439176-1 - SR45(US41) FROM SW 15TH AVE TO SOUTH OF SR26 Type of Work: SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		- Charles		\$419,046	
Total for Project 439176-1	and the second second second	2 - 1 - 1 - C - C - C - C - C - C - C - C			\$419,046	

439177-1 - SR45(US41) FROM END OF SIDEWALK TO NW 9TH ROAD Type of Work: SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$540,942		· · · · ·		
	State	\$100,640				
Total for Project 439177-1	Section and the section of	\$641,582		2		5

439489-2 - SR24(NE WALDO RD) FROM SOUTH OF SR26 TO NORTH OF SR222

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$5,764,462			
	State		\$1,627,910			
Total for Project 439489-2	CONTRACTOR OF CONTRACTOR	A 51 (CT 100)	\$7,392,372			



						Highway
441160-1 - NW 42ND AVENUE FR	OM NW 13TH ST. TO NW 6TH	ST.				
Type of Work: SIDEWALK						
Phase	Funding Source	2024	2025	2026	2027	202
Construction	Federal	\$182,916				
Total for Project 441160-1	Control of the second second second	\$182,916	No. Start N	Burger Barrier		
Phase	Funding Source	2024				201
			BOCK FOX			202
Phase Railroad & Utilities Fotal for Project 443695-1	State		\$361,504 \$361,504			
Railroad & Utilities	State		and the second s			
Railroad & Utilities Fotal for Project 443695-1	State		and the second s			
Railroad & Utilities Fotal for Project 443695-1 143701-1 - SR20 EAST ON-RAMP I	State		and the second s	2026 \$450.000	2027	202

445573-1 - NW 45TH DR FROM BLACK FOREST WAY TO C.W. NORTON ELEM SCHOOL.

Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal	\$65,294				
Construction	Federal			\$360,646		
Total for Project 445573-1	21日、18日、19日時4月6月。	\$65,294	THE ALL AND	\$360,646	10 Store 2 10 18	No. of the

447032-1 - SR222(39TH AVE) FROM NW 92ND CT TO NW 43RD ST.

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$6,514,103				
	Local	\$72,018				
	State	\$3,191,934				
Total for Project 447032-1		\$9,778,055	a sugar	and the second	THE SHOW	NOT THEM

447203-1 - SR24(KENNARD ST) IN WALDO FROM NE 148TH AVE TO NE 144TH AVE Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$616,252			
	State		\$149,266			
Construction	Federal				\$4,893,429	
	State				\$1,389,635	
Total for Project 447203-1	ALL AND ALL ADDRESS (M.	A Subaran	\$765,518		\$6,283,064	19-19-5



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ALACHUA COUNTY						Highway
447233-2 - CITY OF GAINESVILL	E: MULTIPLE LOCATIONS					
Type of Work: SIDEWALK						
Phase	Funding Source	2024	2025	2026	2027	202
Construction	Federal			\$590,000		
Total for Project 447233-2		President of the	1. The second second	\$590,000		- Lan
447475-1 - NW 97TH BLVD AND						
Type of Work: INTERSECTION IM	IPROVEMENT					
Phase	Funding Source	2024	2025	2026	2027	202
O	Federal	\$681,609				
Jonstruction	receral					
Construction Total for Project 447475-1		\$681,609	2.0.0.07			- 201
Total for Project 447475-1 447476-1 - CR231 AT NW156TH / Type of Work: INTERSECTION IM	AVENUE IPROVEMENT	\$681,609	2025	2026	2027	202
Total for Project 447475-1 447476-1 - CR231 AT NW156TH / Type of Work: INTERSECTION IM Phase	AVENUE IPROVEMENT Funding Source	\$681,609	2025	2026	2027	202
Total for Project 447475-1 447476-1 - CR231 AT NW156TH / Type of Work: INTERSECTION IM Phase Preliminary Engineering	AVENUE PROVEMENT Funding Source Federal	\$681,609	2025	1 Think as Million	2027	202
Total for Project 447475-1 447476-1 - CR231 AT NW156TH / Type of Work: INTERSECTION IM Phase Preliminary Engineering Construction	AVENUE IPROVEMENT Funding Source	\$681,609	2025	2026 \$632,417 \$632,417	2027	202
	AVENUE PROVEMENT Funding Source Federal	\$681,609 2024 \$128,330	2025	\$632,417	2027	202
Total for Project 447475-1 447476-1 - CR231 AT NW156TH / Type of Work: INTERSECTION IM Phase Preliminary Engineering Construction Total for Project 447476-1	AVENUE IPROVEMENT Funding Source Federal Federal	\$681,609 2024 \$128,330 \$128,330	2025	\$632,417	2027	202
Total for Project 447475-1 447476-1 - CR231 AT NW156TH / Type of Work: INTERSECTION IM Phase Preliminary Engineering Construction Total for Project 447476-1 447962-1 - SR331 FROM NORTH	AVENUE IPROVEMENT Funding Source Federal Federal	\$681,609 2024 \$128,330 \$128,330	2025	\$632,417	2027	202
Total for Project 447475-1 447476-1 - CR231 AT NW156TH / Type of Work: INTERSECTION IM Phase Preliminary Engineering Construction Fotal for Project 447476-1 447962-1 - SR331 FROM NORTH Type of Work: RESURFACING	AVENUE IPROVEMENT Federal Federal OF SR25(US441) TO SOUTH C Funding Source	\$681,609 2024 \$128,330 \$128,330 \$128,330 DF SR26 2024	2025	\$632,417	2027	
Total for Project 447475-1 447476-1 - CR231 AT NW156TH / Type of Work: INTERSECTION IM Phase Preliminary Engineering Construction Total for Project 447476-1 447962-1 - SR331 FROM NORTH Type of Work: RESURFACING Phase	AVENUE IPROVEMENT Federal Federal OF SR25(US441) TO SOUTH C Funding Source Federal	\$681,609 2024 \$128,330 \$128,330 \$128,330 DF SR26 2024 \$4,324,977	5 <u>400</u> 319 b	\$632,417 \$632,417		
Total for Project 447475-1 447476-1 - CR231 AT NW156TH / Type of Work: INTERSECTION IM Phase Preliminary Engineering Construction	AVENUE IPROVEMENT Federal Federal OF SR25(US441) TO SOUTH C Funding Source	\$681,609 2024 \$128,330 \$128,330 \$128,330 DF SR26 2024	5 <u>400</u> 319 b	\$632,417 \$632,417		2021

447964-1 - SR24 FROM SR222 TO SR200(US301)

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$16,524,235				
	State	\$7,710,464				
Total for Project 447964-1	ALC: NO. OF COMPANY	\$24,234,699	1. Sec.	Long to the second	1 1 2 2 1 2 2 2 1	S



ALACHUA COUNTY	Maintenance

214301-4 - ALACHUA

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
Total for Project 214301-4	and Charles and	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000

214938-4 - ALACHUA COUNTY ROUTINE MAINTENANCE - INTERSTATE

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Total for Project 214938-4	while brock fills	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

414403-1 - LIGHTING AGREEMENTS ALACHUA COUNTY

Type of Work: LIGHTING

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$1,309,057	\$1,348,338	\$1,388,775		
Total for Project 414403-1	- 计数据操作并相关表示	\$1,309,057	\$1,348,338	\$1,388,775	the last the second	States 1

438905-2 - CONCRETE REPAIRS IN ALACHUA COUNTY

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$120,000	\$120,000	\$120,000		
Total for Project 438905-2		\$120,000	\$120,000	\$120,000	P. 2. 1	

440491-4 - I-75(SR93) ALACHUA COUNTY ASSET MAINTENANCE (CONTRACTOR)

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$4,503,652	\$4,503,652	\$4,503,652	\$4,503,652	\$4,250,000
Total for Project 440491-4		\$4,503,652	\$4,503,652	\$4,503,652	\$4,503,652	\$4,250,000

442075-2 - DITCH CLEANING AND REPAIR IN ALACHUA COUNTY

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$199,978				
Total for Project 442075-2	US SPECIAL LANSING	\$199,978		and a state of the	South States	ar no traini



July 1, 2023 through June 30, 2028 Florida Department of Transportation - District Two

ALACHUA COUNTY						Maintenanc
144896-3 - TREE TRIMMING & TREE A						
Type of Work: ROUTINE MAINTENANC	E					
Phase	Funding Source	2024	2025	2026	2027	202
Bridge/Roadway/Contract Maintenance	State	\$199,950			and the second period in the	
Total for Project 444896-3		\$199,950		and the second second		
			_			
149976-3 - GAINESVILLE OPERATION Type of Work: FIXED CAPITAL OUTLAY		RING REPLACEMEN	I			
Phase	Funding Source	2024	2025	2026	2027	202
Bridge/Roadway/Contract Maintenance	State	\$85,000		and the second second	and the second second second	the state of the second
fetal for Project 449976-3		\$85,000				
149976-4 - GAINESVILLE OPERATION Type of Work: FIXED CAPITAL OUTLAY		RCEMENT				
Phase	Funding Source	2024	2025	2026	2027	202
Bridge/Roadway/Contract Maintenance	State	\$35,500			5	
Total for Project 449976-4		\$35,500	a interview and		http://www.edu	Contraction of the
	,					
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance		2024 \$25,000	2025	2026	2027	202
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance	Funding Source	2024	2025	2026	2027	202
449976-5 - GAINESVILLE OPERATION: Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 449976-5 451206-1 - CARPET AND VINYL TILE R Type of Work: FIXED CAPITAL OUTLAY	Funding Source State	2024 \$25,000	2025	2026	2027	202
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 449976-5 IS1206-1 - CARPET AND VINYL TILE R Type of Work: FIXED CAPITAL OUTLAY	Funding Source State	2024 \$25,000	2025	2026	2027	202
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 449976-5 IS1206-1 - CARPET AND VINYL TILE R Type of Work: FIXED CAPITAL OUTLAY Phase	Funding Source State	2024 \$25,000 \$25,000 \$25,000	2025 \$50,000	2026 \$50,000	2027 \$50,000	202 \$50,00
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 449976-5 IS1206-1 - CARPET AND VINYL TILE R	Funding Source State REPLACEMENT Funding Source	2024 \$25,000 \$25,000 2024	2025	2026	2027	202
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 449976-5 451206-1 - CARPET AND VINYL TILE R Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance	Funding Source State REPLACEMENT Funding Source State	2024 \$25,000 \$25,009 2024 \$50,000 \$50,000	2025 \$50,000 \$50,000	2026 \$50,000 \$50,000	2027 \$50,000 \$50,000	202 \$50,00 \$50,00
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 449976-5 Bridge/Roadway/Contract Maintenance Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 451206-1 Bridge/Roadway/Contract Maintenance Bridge/Roadway/Contract Maint	Funding Source State REPLACEMENT Funding Source State MENTS Funding Source	2024 \$25,000 \$25,000 \$25,000 \$50,000 \$50,000	2025 \$50,000 \$50,000	2026 \$50,000 \$50,000 2026	2027 \$50,000 \$50,000 \$50,000	202 \$50,00 \$50,00 202
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 449976-5 Bridge/Roadway/Contract Maintenance Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Phase Bridge/Roadway/Contract Mainten	Funding Source State REPLACEMENT Funding Source State	2024 \$25,000 \$25,000 \$25,000 \$50,000 \$50,000 \$50,000 \$50,000	2025 \$50,000 \$50,000 2025 \$13,000	2026 \$50,000 \$50,000 \$2026 \$13,000	2027 \$50,000 \$50,000 \$50,000 \$50,000	202 \$50,00 \$50,00 202 \$13,00
ype of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Cotal for Project 449976-5 S1206-1 - CARPET AND VINYL TILE R Type of Work: FIXED CAPITAL OUTLAY Phase STIDGE/Roadway/Contract Maintenance S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY Phase S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY Phase S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY Phase S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY S1209-1 - GLASS WINDOW REPLACE TYPE OF WORK FIXED TYPE OF	Funding Source State REPLACEMENT Funding Source State MENTS Funding Source	2024 \$25,000 \$25,000 \$25,000 \$50,000 \$50,000	2025 \$50,000 \$50,000	2026 \$50,000 \$50,000 2026	2027 \$50,000 \$50,000 \$50,000	202 \$50,00 \$50,00 202
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 449976-5 Bridge/Roadway/Contract Maintenance Total for Project 451208-1 Bridge/Roadway/Contract Maintenance Bridge/Roadway/Contract Maintenanc	Funding Source State REPLACEMENT Funding Source State EMENTS Funding Source State TION CODE	2024 \$25,000 \$25,000 \$25,000 \$50,000 \$50,000 \$50,000 \$50,000	2025 \$50,000 \$50,000 2025 \$13,000	2026 \$50,000 \$50,000 \$13,000 \$13,009	2027 \$50,000 \$50,000 \$50,000 \$13,000 \$13,000	202 \$50,00 \$50,00 \$50,00 \$13,00 \$13,00
Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 449976-5 Bist1206-1 - CARPET AND VINYL TILE R Type of Work: FIXED CAPITAL OUTLAY Phase Bridge/Roadway/Contract Maintenance Total for Project 451206-1 Bist1209-1 - GLASS WINDOW REPLACE Type of Work: FIXED CAPITAL OUTLAY	Funding Source State REPLACEMENT Funding Source State EMENTS Funding Source State TION CODE	2024 \$25,000 \$25,000 \$25,000 \$50,000 \$50,000 \$50,000 \$50,000	2025 \$50,000 \$50,000 2025 \$13,000	2026 \$50,000 \$50,000 \$2026 \$13,000	2027 \$50,000 \$50,000 \$50,000 \$50,000	202 \$50,00 \$50,00 202 \$13,00



ALACHUA COUNTY						Maintenance
452103-1 - SMO- LANDSCAPING FROM Type of Work: FIXED CAPITAL OUTLAY		ND E				
		2024	2025	2026	20.27	20.25
	Funding Source	2024	2025	2026	2027	2028
Phase Bridge/Roadway/Contract Maintenance	Funding Source	2024 \$30,000	2025	2026	2027	2028

452104-1 - SMO- PAINTING/CLEANING - INTERIOR & EXTERIOR

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
Total for Project 452104-1	THE REPORT OF	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000

452105-1 - SMO- STORAGE UNIT FOR HVS EQUIPMENT

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$30,000				
Total for Project 452105-1		\$30,000			Section of the	A CONTRACTOR OF



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY					Transportat	ion Planning
439318-4 - GAINESVILLE MPO F	Y 2022/2023-2023/2024 UPWP					
Type of Work: TRANSPORTATION	I PLANNING					
Phase	Funding Source	2024	2025	2026	2027	2028
Planning	Federal	\$793,553				
Total for Project 439318-4	A DESCRIPTION OF A DESC	\$793,553				
	Y 2024/2025-2025/2026 UPWP					
Type of Work: TRANSPORTATION						
Type of Work: TRANSPORTATION		2024	2025	2026	2027	2028
	PLANNING	2024	2025 \$799,738	2026 \$806,047	2027	2028

439318-6 - GAINESVILLE MPO FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2024	2025	2026	2027	2028
Planning	Federal				\$806,047	\$806,047
Total for Project 439318-6	A De Martin Martin De Martin		Land States		\$806,047	\$806,047



EXHIBIT 2



Tentative Five-Year Work Program Fiscal Years 2023/2024 - 2027/2028

HYBRID PUBLIC HEARING

Thursday, December 1, 2022 Open House: 4:30 to 6:30 p.m. Presentation: 6 p.m.

In Person:

Jacksonville Urban Office Training Facility 2198 Edison Avenue Jacksonville, FL 32204

Virtual Public Hearing:

Online: nflroads.com/VPH By phone: (415) 930-5321 Access code: 534-069-144

This meeting will serve as the official public hearing for the Tentative Five-Year Work Program for FDOT District Two. There will be a brief work program development presentation at 6 p.m. followed by a public comment period. Department staff will be on hand to answer questions or concerns for all counties in District Two.

Interested persons may join the virtual public hearing (VPH) from a computer, tablet or phone or participate in person at the FDOT Jacksonville Urban Office Training Facility, 2198 Edison Avenue, Jacksonville, FL 32204. All participants, regardless of their chosen platform, will experience the same live hearing.

Participants who are unable to attend the webinar online can listen to the hearing by calling (415) 930-5321 and entering access code 534-069-144 when prompted. Please note that while the call-in number is listen-only, callers may submit comments directly to Mr. Greg Evans, FDOT District Two Secretary, at the address listed below.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Brandi Vittur at (800) 749-2967 ext. 7468 at least 7 days before the hearing.

If you cannot make the hearing, visit **nflroads.com/vph** to get information and submit comments. Comments will be received by the Department at the hearing, at **nflroads.com/vph** or by mail until **December 16, 2022**, to be documented as part of the public hearing transcript.

Comments should be addressed to:

Greg Evans, District Two Secretary Florida Department of Transportation 1109 S. Marion Avenue, Mail Station 2000 Lake City, Florida 32025-5874 (386) 758-3700 or (800) 749-2967 Email: greg.evans@dot.state.fl.us



EXHIBIT 3

New Tentative Work Program Projects Fiscal Years 2023-24 to 2027-28

				Five-Y	Five-Year Timetable	
				Right	Capital/	Total
Work Description	Number	Location	Planning	•	Construction	Funding#
		Aviation				2
Design & Construct Taxiway E Connector PFL0013968	4329582	4329582 Gainesville Regional Airport		3	2025-26	\$1.850.000
Design & Construct Bulk Hangar PFL0010364	4349212	4349212 Gainesville Regional Airport			2027-28	\$2,000,000
Commercial Apron Expansion PFL0013966	4365943	4365943 Gainesville Regional Airport	E	î	2027-28	\$6,510,000
Purchase Equipment for Maintenance & Wildlife Management	4400491	4400491 Gainesville Regional Airport		1	2027-28	\$350.000
	B	Bicycle/Pedestrian				
Americans With Disabilities Act Sidewalk Modifications	4472332	4472332 At City of Gainesvillewide	•	â	2025-26	\$500,000
		Intersection				
State Road 331 Traffic Signal Update	4358901	4358901 At SE 4 Avenue, SE 2 Avenue, NE 16 Avenue		2023-24		\$44.979
	Int	Interstate/Interchange				
Interstate 75	2149522	2149522 At Northbound Rest Area	2024-25			\$500.000
		Landscaping				000000
No Landscaping Projects	•	b				
		Railroad	10 mm			
No Railroad Projects	r	1	4	ä		3
		Resurfacing				
State Road 26	2078175	2078175 W 38 Street to Gale Lemerand Drive	2024-25			\$1,098,827
		Roadway				
No Road Construct or Streetlighting Projects	•	а		(8)	ı	ŧ
		Transit				
No Transit Projects	•		â	18	•	
			E	otal New P	Total New Project Funding	\$12,853,806
* Funding includes utilities, # Rounded to nearest \$1,000					0	

Note - Projects list does not include Florida Department of Transportation Routine Maintenance, State Materials Office, Fixed Capital Outlay and al col \$1,000 (n) = p

Metropolitan Planning Activities





2009 NW 87th Place, Gainesville, FL 32653-1603 • 352, 955, 2200

December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Election of Officers

STAFF RECOMMENDATION

Elect a Chair, Vice-Chair and Secretary/Treasurer.

BACKGROUND

According to its Bylaws, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to hold an organizational meeting each year for the purpose of electing a Chair, Vice-Chair and Secretary-Treasurer. Officers serve a calendar-year starting with the next meeting. Traditionally, officers have alternated between city and county commissioners. The current officers are, as follows:

- Chair Commissioner Adrian Hayes-Santos;
- Vice-Chair Vacant [formerly Commissioner Raemi Eagle-Glenn/Commissioner Mary Alford]; and
- Secretary/Treasurer Commissioner Cynthia Moore Chestnut.

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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT: Audit Review Committee

STAFF RECOMMENDATION

Appoint one city commissioner and one county commissioner to the Audit Review Committee, with one of the members being the Secretary/Treasurer, and that the Secretary/Treasurer serve as **Committee Chair.**

BACKGROUND

Upon completion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area audit for the fiscal year ended September 30, 2022, the Audit Review Committee will meet with the auditor to review the audit. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint two members to the Audit Review Committee.

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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Florida Metropolitan Planning Organization Advisory Council

STAFF RECOMMENDATION

Appoint a voting member and two alternate voting members to the Florida Metropolitan Planning Organization Advisory Council for 2023.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint one voting member and two alternate voting members to the statewide organization of Metropolitan Planning Organizations - the Florida Metropolitan Planning Organization Advisory Council. The current members are Commissioner Reina Saco voting member, Commissioner Marihelen Wheeler first alternate voting member and Commissioner Desmon Duncan-Walker second alternate voting member.

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SCHEDULED 2023 MTPO AND COMMITTEE MEETING DATES AND TIMES						
PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.						
MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING			
FEBRUARY	February 1	February 2	February 27 at 3:00 p.m.			
APRIL	April 5	April 6	April 24 at 3:00 p.m.			
JUNE	May 24	May 25	June 12 at 5:00 p.m.			
AUGUST	August 2	August 3	August 21 at 3:00 p.m.			
OCTOBER	October 4	October 5	October 23 at 3:00 p.m.			
DECEMBER	November 15	November 16	December 11 at 5:00 p.m.			

Note, unless otherwise scheduled:

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- 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

2009 NW 67th Place, Gainesville, FL 32653

www.ncfrpc.org/mtpo