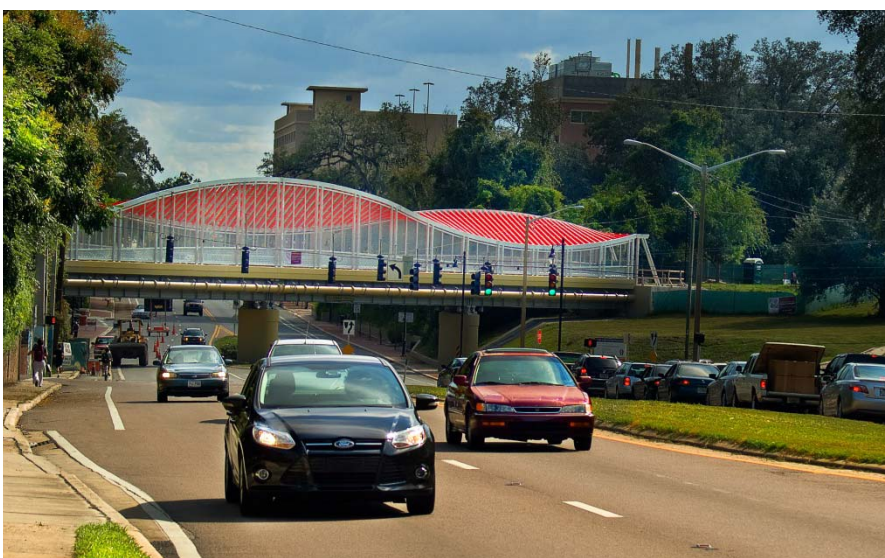


# Meeting Packet

## December 4, 2023

### 5:00 p.m.



Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area






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

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2008 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Mary Alford, Chair   
SUBJECT: **Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **December 4, 2023 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

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

**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 4, 2023

**STAFF RECOMMENDATION**

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

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

Page #181      II. Transportation Improvement Program Amendment - State Road 26 (West University Avenue) Urban Corridor Planning and State Road 24 (U.S. Highway 441/ SW 13th Street/Martin Luther King Jr. Highway) Bicycle/Pedestrian Trail      **APPROVE JOINT RECOMMENDATION**

The Florida Department of Transportation has requested that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program for Fiscal Year 2023-24 to Fiscal Year 2027-28 to add the State Road 26 Urban Corridor Planning and State Road 24 Bicycle/Pedestrian Trail projects.

Page #185      III. Florida Department of Transportation Tentative Five-Year Work Program 2024-25 to 2028-29      **RECEIVE PRESENTATION**

The Florida Department of Transportation has requested an opportunity to make a presentation concerning its draft Tentative Work Program and has responded to Metropolitan Transportation Planning Organization staff review comments.

Page #209      IV. Election of Officers      **ELECT OFFICERS**

In December 2022, the Metropolitan Transportation Planning Organization elected Mary Alford as Chair, Cynthia Moore Chestnut as Vice-Chair and Marihelen Wheeler as Secretary/Treasurer.

Page #211

**V. 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 #213

**VI. Florida Metropolitan Planning Organization Advisory Council**

**APPOINT  
REPRESENTATIVES**

Currently, Commissioner Mary Alford serves as the voting representative and Commissioners Bryan Eastman and Desmon Duncan-Walker serve as alternate representatives.

Back  
Cover

**VII. Next Meeting**

**NO ACTION REQUIRED**

The next Metropolitan Transportation Planning Organization meeting is scheduled for February 5, 2024 at 3:00 p.m.

**VIII. 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 4, 2023

**STAFF RECOMMENDATION**

Page #7 CA. 1 Minutes - October 2, 2023 **APPROVE MINUTES**

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

Page #15 CA. 2 Resolution No. 2023-05; **APPROVE RESOLUTION AND  
AUTHORIZE SIGNATURES**  
Unified Planning Work Program Amendment -  
Revised Federal Transit Administration  
Section 5305(d) Grant Funding and  
Carryover Federal Highway Administration Planning Funding; and  
Amendment to the Metropolitan Planning Agreement

The Florida Department of Transportation has requested an amendment to the Unified Planning Work Program to carry forward Federal Highway Administration Planning funds from Year One to Year Two and an adjusted increase in its allocation of Federal Transit Administration Section 5305(d) funding in Year Two and has also requested and amendment to the Metropolitan Planning Agreement. The Metropolitan Transportation Planning Organization needs to amend its Unified Planning Work Program and Metropolitan Planning Agreement in order to receive these funds.

Page #31 CA. 3 Safety Performance Measures and Targets **APPROVE STAFF  
RECOMMENDATION**

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

Page #37 CA. 4. Year 2050 Long-Range Transportation Plan Update - **APPROVE STAFF  
RECOMMENDATION**  
The Corradino Group, Inc. Agreement

This agreement is to engage the consultant that will assist in the Year 2050 Long-Range Transportation Plan Update.

Gilda Holly and Marilyn Wende have applied for appointment to the Bicycle/Pedestrian Advisory Board.

John Skelly has applied for appointment to the Citizens Advisory Committee. Gil Levy has applied for reappointment to the Citizens Advisory Committee.

The Metropolitan Transportation Planning Organization has prepared the 2024 meeting schedule that is similar to the 2023 meeting dates.

The Florida Metropolitan Planning Organization Advisory Council has scheduled its 2024 Weekend Institute.

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

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

***Consent***

***Agenda***

***Enclosures***





MINUTES  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium  
Gainesville, Florida

October 2, 2023  
3:00 p.m.

MEMBERS PRESENT  
IN PERSON

Mary Alford, Chair  
Ed Book  
Achaia Brown/Greg Evans  
Ken Cornell  
Linda Dixon/Curtis Reynolds  
Bryan Eastman  
Cynthia Moore Chestnut  
Anna Prizzia  
Harvey Ward  
Marihelen Wheeler  
Casey Willits

MEMBERS ABSENT

Desmon Duncan-Walker  
Reina Saco  
Charles Chestnut IV

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons  
Michael Escalante

MEMBERS PRESENT  
VIA COMMUNICATIONS  
MEDIA TECHNOLOGY

Gloria James

CALL TO ORDER - October 2, 2023

Chair Mary Alford called the meeting to order at 3:01 p.m.

Scott Koons, Executive Director, introduced Ms. Jeannie Rickman, Economic Development Coordinator for Congresswoman Cat Kammack.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

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

## II. CYBER SECURITY

Mr. Koons introduced Emilio Salabarria of the Florida Center for Cybersecurity (Cyber Florida) and stated that he would be making a cyber security presentation via communication media technology.

Mr. Salabarria discussed the statewide cyber security assessment and cyber security education and training, and answered questions.

**MOTION: Commissioner Cornell moved to accept the presentation. Commissioner Eastman seconded; motion passed unanimously.**

Chair Alford requested that the presentation be provided to Alachua County and City of Gainesville management.

## III. MEMBERSHIP APPORTIONMENT PLAN

Mr. Koons stated subsequent to the publication of the 2020 Census of Population, the Metropolitan Transportation Planning Organization is required to review its metropolitan planning area and its voting membership. He noted that, as a Transportation Management Area, the voting membership needed to include a representative of the Gainesville/Alachua County Regional Airport Board. He presented the draft Membership Apportionment Plan and the joint recommendation of staff and the Citizens Advisory Committee for the metropolitan planning area to be countywide, and for the voting members to consist of three Alachua County Commissioners, four City of Gainesville Mayor/City Commissioners, one Rural Elected Official Representative and one Gainesville/Alachua County Regional Airport Authority Board Member Representative with a simple majority vote for a motion to pass.

Several members discussed metropolitan planning area and voter membership scenarios.

**MOTION: Commissioner Cornell moved to approve the Membership Apportionment Plan with the following recommendations:**

- **Metropolitan Planning Area - Alachua Countywide;**
- **Voting Membership (15 members) -**
  - **All five of the Alachua County Board of County Commissioners;**
  - **City of Gainesville Mayor and all six of the Gainesville City Commissioners;**
  - **One Rural Elected Official Representative;**
  - **One Gainesville/Alachua County Regional Airport Board Member Representative;**
  - **University of Florida President or his/her Designee [If Declined or Not Eligible, then One School Board of Alachua County Representative]; and**
- **Non-Voting Membership -**
  - **Florida Department of Transportation District 2 Secretary or his/her Designee**
  - **University of Florida President or his/her Designee [If Voting Status is Declined or Not Eligible];and**
- **Voting Requirement - Simple majority vote for a motion to pass.**

**Commissioner Prizzia seconded; motion passed 8 to 1 with Commissioner Willits in dissent.**

Exhibit 1 includes excerpted pages from the Membership Apportionment Plan transmitted to the Florida Department of Transportation indicating one School Board of Alachua County Member Representative since the University of Florida President or his/her designee is ineligible to be a voting member.

**MOTION: Commissioner Prizzia moved to receive a report on staffing a countywide metropolitan planning organization. Commissioner Willits seconded; motion passed unanimously.**

#### IV. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons stated that the next scheduled meeting is December 4, 2023 at 5:00 p.m.

#### V. COMMENTS

##### A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Achaia Brown, Florida Department of Transportation District 2 Urban Planning Manager, announced that the District 2 public hearing on the draft Tentative Work Program for Fiscal Years 2024-25 through 2028-29 would be held on October 17, 2023 at 6:00 p.m. at the Florida Department of Transportation District 2 Urban Area Office in Jacksonville.

##### C. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member discussed transit ridership.

A member asked when the transportation management area SU funding would be available

Mr. Koons reported that SU funding is anticipated to be available in Fiscal Year 2025.

##### B. PUBLIC

Michael Powers discussed concerns about the discontinuation of Regional Transit System Route 2 and the pavement conditions of Southeast 15th Street and Southeast 8th Avenue.

A member stated that Southeast 15th Street resurfacing is in the Alachua County Transportation Improvement Program.

Jesus Gomez, Regional Transit System Director, stated that Regional Transit System is evaluating solutions to address Mr. Powers concerns.

##### D. CHAIR'S REPORT

There was no Chair's report.

ADJOURNMENT - The meeting was adjourned at 5:01 p.m.

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Date

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Marihelen Wheeler, Secretary/Treasurer

## EXHIBIT A

### Interested Citizens

Michael Powers  
Jeannie Rickman  
Emilio Salabarría\*

### Alachua County

Corbin Hanson\*  
Chris Dawson  
Alison Moss  
Alan Yeatter

### City of Gainesville

Jesus Gomez  
Deborah Leistner  
Phil Mann  
Andrew Persons\*

### Florida Department of Transportation

Victoria Kutney

\* Via communications media technology

# Provided written comments

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

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

**3:00 p.m.  
October 2, 2023**

**STAFF RECOMMENDATION**

**Page #7 CA. 1 Minutes - August 16, 2023 APPROVE MINUTES**

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

**Page #15 CA. 2 Engagement Letter for Fiscal Year 2022-23 Audit APPROVE STAFF RECOMMENDATION**

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

**Page #23 CA. 3 Amended Budget for Fiscal Year 2022-23 APPROVE STAFF RECOMMENDATION**

This amended budget reflects adjustments in Metropolitan Transportation Planning Organization revenues and expenditures for the fiscal year.

**Page #27 CA. 4 Gainesville Metropolitan Area- Parks and School Zone Speed Limits FOR INFORMATION ONLY  
Florida Department of Transportation Response**

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization letter concerning the coordination for implementation of lower speed limits adjacent to parks and school zones.

**Page #31 CA. 5 Gainesville Metropolitan Area School Zone Cameras FOR INFORMATION ONLY  
Florida Department of Transportation Response**

The Metropolitan Transportation Planning Organization discussed school zone speed limits at its June 5, 2023 meeting.

- Page #35**      **CA. 6**    **State Road 26 (East University Avenue)**      **FOR INFORMATION ONLY**  
Update - Revenue Forecast  
Cone Park Area Speed Limit Reduction -  
Florida Department of Transportation Response

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization letter concerning its request for a reduction in the speed limit on a portion of State Road 26 (East University Avenue).

- Page #39**      **CA. 7**    **Transit Ridership Status Report**      **FOR INFORMATION ONLY**

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

- Page #49**      **CA. 8**    **Transportation Disadvantaged Program -**      **FOR INFORMATION ONLY**  
**Status Report**

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

## **B. Recommendations**

The Citizens Advisory Committee and Staff recommended approval of Option 2B. The Technical Advisory Committee recommended approval of the:

- Planning Area Map - Gainesville Metropolitan Area, excluding City of Alachua parcels;
- Voting Membership - all Five of the Alachua County Board of County Commissioners; City of Gainesville Mayor and All Six City Commissioners; and One Gainesville-Alachua County Regional Airport Authority Board representative which requires a majority vote of each commission for a motion to pass; and
- Non-Voting Membership - One Rural Advisor; the Florida Department of Transportation District 2 Secretary or his designee (per Florida Statutes); and the University of Florida President or his designee.

The Bicycle/Pedestrian Advisory Board recommended approval of the:

- Planning Area Map - Alachua Countywide;
- Voting Membership - all Five of the Alachua County Board of County Commissioners; City of Gainesville Mayor and All Six City Commissioners; One Rural Representative and One Gainesville-Alachua County Regional Airport Authority Board representative which requires a majority vote of each commission for a motion to pass; and
- Non-Voting Membership - The Florida Department of Transportation District 2 Secretary or his designee (per Florida Statutes); and the University of Florida President or his designee.

### **1. Voting Membership and Non-Voting Representatives**

As approved on October 2, 2023, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would be comprised of fifteen voting members:

- All Five of the Alachua County Board of County Commissioners;
- City of Gainesville Mayor and All Six City Commissioners;
- One Gainesville-Alachua County Regional Airport Authority Board representative;
- One Rural Representative; and
- One School Board of Alachua County representative.

A simple majority vote would be required for a motion to pass. The Rural Representative would be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Rural Representative candidates would be local elected officials from the outlying Alachua County municipalities (Alachua, Archer, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo) nominated by their respective commissions or councils.

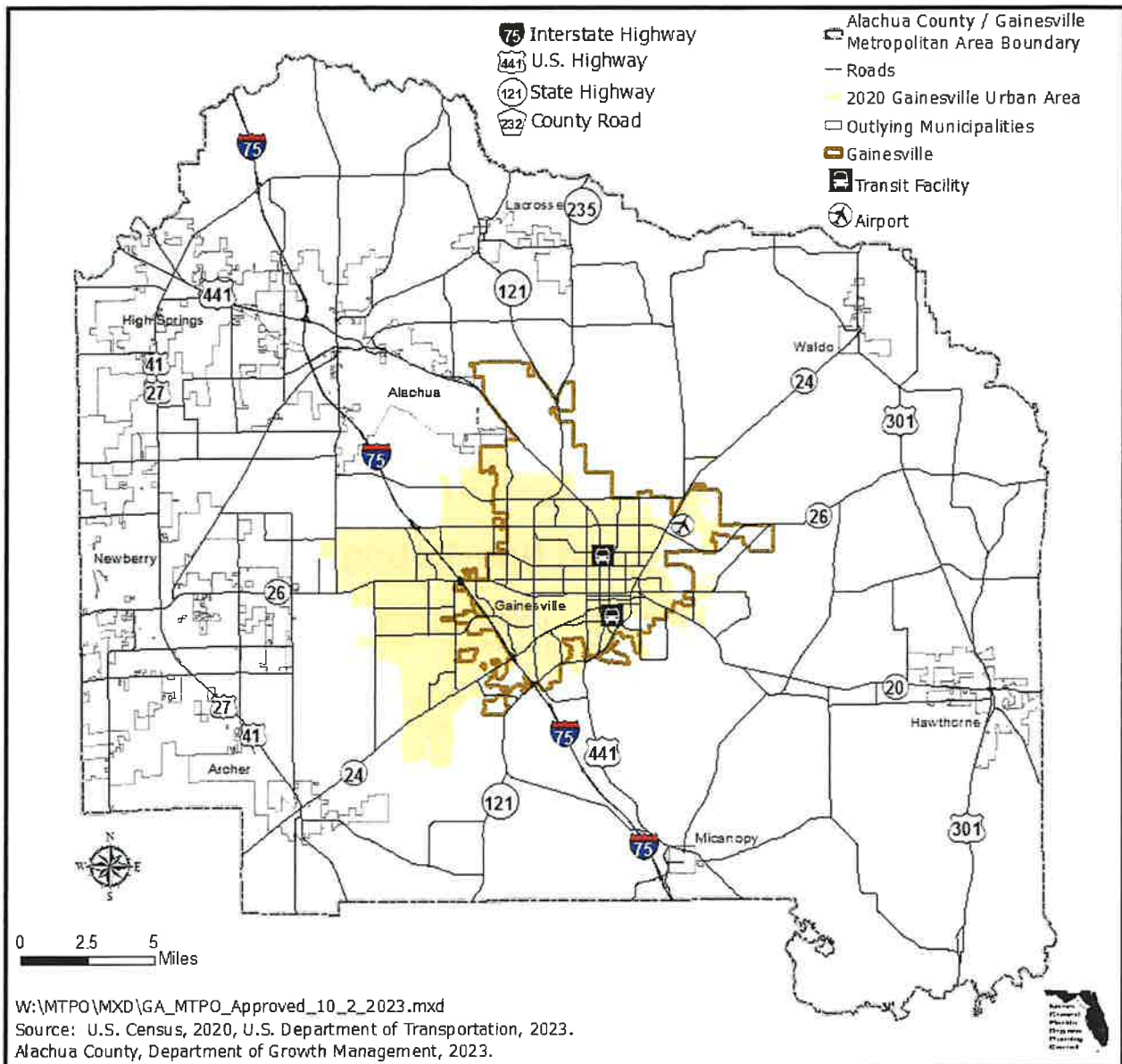
The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would also include two non-voting members:

- Florida Department of Transportation District 2 Secretary or his designee (per Florida Statutes); and
- University of Florida President or his designee.

### **2. Metropolitan Planning Area**

Illustration 7 shows the Alachua Countywide-recommended metropolitan planning area map for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as approved on October 2, 2023.

### Illustration 7 Metropolitan Planning Area Recommendation



**CA.2**

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

November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Resolution No. 2023-05  
Unified Planning Work Program Amendment -  
Revised Federal Transit Administration Section 5305(d) Funds and  
Carry Forward Federal Highway Administration Planning Funds; and  
Amendment to the Metropolitan Planning Agreement

JOINT RECOMMENDATION

**The Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization:**

- 1. Approve and authorize its Chair to sign:**
  - A. Amendment to the Metropolitan Planning Organization Amendment document (Exhibit 1); and**
  - B. Resolution No. 2023-05 (Exhibit 2) and**
- 2. Amend its Unified Planning Work Program to include an additional \$4,519 Federal Transit Administration Section 5305(d) funds and carry forward \$387,251 Federal Highway Administration Planning funds from Year One to Year Two.**

Due to lack of quorums, the Bicycle/Pedestrian Advisory Board and Citizens Advisory Committee meetings were cancelled.

BACKGROUND

The Florida Department of Transportation has requested an amendment to the Unified Planning Work Program to include an additional \$4,519 Federal Transit Administration Section 5305(d) funds and Year One carry forward Federal Highway Administration planning funds in the amount of \$387,251 to Year Two. Exhibit 3 includes the following proposed revisions:

- Signature Cover;
- Chapter I Exhibit 1 Soft Match (Page xii);
- Chapter II Work Program:
  - Task 1 Funding Sources and Estimated Budget (Page 13); and
  - Task 4 Funding Sources and Estimated Budget (Page 20);
- Chapter III Summary Tables - Table 2 Agency Participation/Funding Sources (Page 38); and
- Appendix D (Page D-4) Updated Unified Planning Work Program Amendment Log.

Attachments

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





# EXHIBIT 1

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**AMENDMENT TO THE  
METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
POLICY PLANNING  
OGC – 1/18  
Page 1 of 2

Financial Project No.: <u>439318-4-14-01</u>  (item-segment-phase-sequence) Contract No.: <u>G2889</u>	Fund: <u>PL</u> Function: <u>215</u> Federal Award Project No.: <u>0241-060-M</u> MPO SAM No.: <u>DMMWYZ6LQGF7</u>	FLAIR Approp.: <u>088854</u> FLAIR Obj.: <u>780000</u> Org. Code: <u>55022010230</u> Vendor No.: <u>VF591834302002</u>
CFDA Number & Title: <u>20.205 FHWA Highway Planning and Construction</u>		

THIS AMENDMENT TO THE METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Amendment) is made and entered into on this 25th day of October 2023, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, 1109 South Marion Avenue, Lake City, FL 32025 and the Metropolitan Planning Organization for the Gainesville Urbanized Area (MPO), whose address is 2009 NW 67th Place, Gainesville, FL 32653, and whose System for Award Management (SAM) Number is: DMMWYZ6LQGF7 (collectively the “parties”).

## RECITALS

WHEREAS, the Department and the MPO on July 1, 2022 entered into a Metropolitan Planning Organization Agreement (Agreement), whereby the Department passed through Federal funds to the MPO to assist the MPO in performing transportation planning activities set forth in its Unified Planning Work Program (UPWP).

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

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

1. Paragraph 5 of the Agreement is amended to reflect:

**Project Cost:** The total budgetary ceiling for the Project is \$2,429,767. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit “A”. The budget may be modified by mutual agreement as provided for in paragraph 7, Amendments.

The Department’s performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a “Letter of Authorization” is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

FINANCIAL PROJECT NO.	AMOUNT
439318-4-14-01	\$387,251 (Balance from previous closeout)
439318-4-14-01	\$4,519 (Additional 5305 (d) FTA funds)

Exhibit A (Scope of Work) of the Agreement is amended as follows: This amendment to Exhibit A is more fully described in the UPWP Revision Forms 1-8 and amended UPWP, attached hereto.

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

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

MPO

Florida Department of Transportation

Metropolitan Planning Organization for the Gainesville  
Urbanized Area

MPO Name

Mary Alford, PE

Signatory (Printed or Typed)

James Knight, PE

Department of Transportation

Signature

Signature

Chair, Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

Title

N/A

Title

Legal Review

MPO

Legal Review

Department of Transportation

## EXHIBIT 2

### RESOLUTION NO. 2023-05

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AMENDING THE FISCAL YEARS 2022-23 AND 2023-24 UNIFIED PLANNING WORK PROGRAM WITH FEDERAL HIGHWAY ADMINISTRATION PLANNING-FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) CONSOLIDATED PLANNING GRANT FUNDS IN THE AMOUNT OF \$843,222.00, FEDERAL HIGHWAY ADMINISTRATION PLANNING CARRY FORWARD PLANNING FUNDS IN THE AMOUNT OF \$401,222.00 AND FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) CARRY FORWARD TRANSIT PLANNING FUNDS IN THE AMOUNT OF \$100,744.00 FOR FISCAL YEAR 2022-23 AND FEDERAL HIGHWAY ADMINISTRATION PLANNING CONSOLIDATED PLANNING GRANT FUNDS IN THE AMOUNT OF \$248,655.00 TO ADDRESS AN INCREASE OF - FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) FUNDING (\$4,519.00) AND FEDERAL HIGHWAY ADMINISTRATION PLANNING FUNDS IN THE AMOUNT OF \$936,668.00 TO ADDRESS FEDERAL HIGHWAY ADMINISTRATION CARRY FORWARD PLANNING FUNDS (\$387,251.00). FOR FISCAL YEAR 2023-24 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO APPROVE PLANNING ACTIVITY MODIFICATIONS THAT DO NOT CHANGE THE OVERALL BUDGET OR SCOPE OF WORK TASKS REGARDING FISCAL YEAR 2022-23 AND FISCAL YEAR 2023-24 PLANNING FUNDS IN ALACHUA COUNTY, FLORIDA; PROVIDING AN EFFECTIVE DATE

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated Metropolitan Planning Organization, is entitled to receive Fiscal Years 2022-23 and 2023-24 Federal Highway Administration metropolitan planning funds in Alachua County in order to develop, in cooperation with the state and public transit operators, transportation plans and programs for the Gainesville Metropolitan Area: that provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities; that utilize a process for developing such plans that provides consideration of all modes of transportation; that shall be continuing, cooperative and comprehensive, to the degree appropriate, based on the complexity of transportation problems to be addressed; that ensure that the process is integrated with the statewide planning process; and that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state and regional transportation functions, including those facilities on the Strategic Intermodal System as designated under Section 339.63, Florida Statutes.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated metropolitan planning organization, shall develop, in cooperation with the Florida Department of Transportation and public transportation providers, a unified planning work program that lists all planning tasks to be undertaken during Fiscal Year 2022-23 and Fiscal Year 2023-24 that must provide a complete description of each planning task and an estimated budget therefor and must comply with applicable state and federal law; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has prepared the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program that includes required Assurances and Certifications and will then seek reimbursement of funds for implementation of said unified planning work program from the Florida Department of Transportation.

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

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to approve the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program.

2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves and authorizes its Chair to sign the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in order to implement metropolitan planning work tasks and activities in and affecting Alachua County, Florida (Federal Project Identification Number- 0241-060-M).

3. That the Fiscal Year 2022-23 Unified Planning Work Program estimated budget includes one million five hundred thirty-five thousand twenty-four dollars and no cents (\$1,535,024.00) which represents eight hundred forty-three thousand two hundred twenty-two dollars and no cents (\$843,222.00) Federal Highway Administration-Federal Transit Administration consolidated planning grant funds, four hundred one thousand two hundred twenty-two dollars and no cents (\$401,222.00) Federal Highway Administration carry forward grant funds and two hundred ninety thousand five hundred eighty dollars and no cents (\$290,580.00) state soft matching funds for Fiscal Year 2022-23 (Florida Department of Transportation Project Identification Number- 439318-4-14-01).

4. That the Fiscal Year 2023-24 Unified Planning Work Program amended budget includes one million one hundred eighty-five thousand three hundred twenty-three dollars and no cents (\$1,185,323.00) which represents nine hundred thirty-six thousand three hundred twenty-three dollars and no cents (\$936,668.00) Federal Highway Administration-planning grant funds and two hundred forty-eight thousand six hundred fifty-five dollars and no cents (\$248,655.00) Federal Highway Administration-Federal Transit Administration consolidated planning grant funds and two hundred seventy-six thousand seven hundred seventy-six dollars and no cents (\$276,776.00) state soft matching funds for Fiscal Year 2023-24 (Florida Department of Transportation Project Identification Number- 439318-4-14-01).

5. That the amount of reimbursement for federal highway planning is not to exceed one million two hundred forty-four thousand four hundred forty-four dollars and no cents (\$1,244,444.00) in Fiscal Year 2022-23 and one million one hundred eighty-five thousand three hundred twenty-three dollars and no cents (\$1,185,323.00) in Fiscal Year 2023-24 which represents the Federal Highway Administration/Federal Transit Administration consolidated planning grant and Federal Highway Administration portions for unified planning work program implementation.

6. That the Fiscal Year 2022-23 Unified Planning Work Program includes carry forward Federal Transit Administration Section 5305(d) grant funds with a budget of one hundred thousand seven hundred forty-four dollars and no cents (\$100,744.00) in Federal Transit Administration funds (80 percent) that would be matched with an amended amount of twenty-five thousand ninety-three dollars and no cents (\$25,093.00) Florida Department of Transportation toll credits soft matching funds (twenty percent state and local matching funds) for Fiscal Year 2022-23.

7. That the amount of reimbursement for federal transit planning is not to exceed an amended amount of one hundred thousand seven hundred forty-four dollars and no cents (\$100,744.00) which represents the Federal Transit Administration grant award amount for projects in support of the unified planning work program implementation carried forward to Fiscal Year 2022-23.

8. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director, in consultation with the Florida Department of Transportation, to modify the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program to address review federal and state agency comments.



9. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute Assurances, Certifications, and all other documents as may be required to implement the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program.

10. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to make modifications to the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program that do not change the approved Federal Highway Administration overall budget and the Federal Transit Administration overall grant funding; and do not change the scope of work task(s); or do not delete a work task(s).

11. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to sign the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program that has been revised either by modification by the Executive Director or amendment by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

12. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any Florida Department of Transportation Unified Planning Work Program Revision Form and transmit said form and supporting documentation to the Florida Department of Transportation when the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program has been revised either by modification by the Executive Director or amendment approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

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

DULY ADOPTED in regular session, this 4th day of December, A.D., 2023.

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION FOR THE  
GAINESVILLE URBANIZED AREA

\_\_\_\_\_  
Mary Alford, PE, Chair

ATTEST:

\_\_\_\_\_  
Marihelen Wheeler, Secretary/Treasurer

APPROVED AS TO FORM

\_\_\_\_\_  
Corbin Hanson, Attorney  
Metropolitan Transportation Planning Organization  
For the Gainesville Urbanized Area

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CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution No. 2023-05, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 4th day of December, A.D., 2023.

WITNESS my hand this 4th day of December, A.D., 2023.

Marihelen Wheeler, Secretary/Treasurer



**EXHIBIT 3**

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
Unified Planning Work Program Fiscal Years 2022-23 and 2023-24**

**Exhibit 1  
Soft Match and In-Kind Contributions**

Task	FDOT PL/CPG-PL Soft Match	FDOT FTA Soft Match	Alachua County In-Kind	City of Gainesville In-Kind	University of Florida In-Kind	Total
<b>Year One- Fiscal Year 2022-23</b>						
1.0 Administration	\$39,280	\$5,093	\$9,360	\$8,300	\$3,200	\$65,233
2.0 Data Collection	\$0	\$0	\$37,780	\$21,200	\$0	\$58,980
3.0 Transportation Improvement Program	\$29,188	\$3,750	\$4,680	\$8,900	\$0	\$46,518
4.0 Long-Range Transportation Plan	\$103,026	\$1,250	\$9,360	\$4,900	\$0	\$118,536
5.0 Special Project Planning	\$0	\$0	\$8,125	\$5,275	\$2,250	\$15,650
6.0 Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0
7.0 Public Participation	\$19,848	\$2,500	\$0	\$0	\$0	\$22,348
8.0 System Planning	\$99,238	\$12,500	\$19,470	\$10,400	\$4,800	\$146,408
<b>Year One Total</b>	<b>\$290,580</b>	<b>\$25,093</b>	<b>\$88,755</b>	<b>\$58,975</b>	<b>\$10,250</b>	<b>\$473,673</b>
<b>Year Two- Fiscal Year 2023-24</b>						
1.0 Administration	\$38,078	\$0	\$9,360	\$8,400	\$3,200	\$59,038
2.0 Data Collection	\$0	\$0	\$37,780	\$21,600	\$0	\$59,380
3.0 Transportation Improvement Program	\$28,020	\$0	\$4,680	\$9,000	\$0	\$41,700
4.0 Long-Range Transportation Plan	\$98,596	\$0	\$0	\$0	\$0	\$98,596
5.0 Special Project Planning	\$0	\$0	\$0	\$0	\$0	\$0
6.0 Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0
7.0 Public Participation	\$18,680	\$0	\$0	\$0	\$0	\$18,680
8.0 Systems Planning	\$93,401	\$0	\$19,470	\$10,600	\$4,800	\$128,271
<b>Year Two Total</b>	<b>\$276,775</b>	<b>\$0</b>	<b>\$71,290</b>	<b>\$49,600</b>	<b>\$8,000</b>	<b>\$405,665</b>
<b>Grand Total</b>	<b>\$567,355</b>	<b>\$25,093</b>	<b>\$160,065</b>	<b>\$108,575</b>	<b>\$18,250</b>	<b>\$879,338</b>

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

CPG-PL - Consolidated Planning Grant-Planning Funds [Section 5305(d)]

FDOT - Florida Department of Transportation

FTA - Federal Transit Administration

PL - Planning Funds

## **G. Air Quality Considerations**

The State of Florida is in air quality attainment. The Gainesville Metropolitan Area is the metropolitan planning area of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in Gainesville, Florida and is also an air quality attainment area. Therefore, the Metropolitan Transportation Planning Organization is not required to incorporate air quality assessment and mitigation in its transportation planning activities. The Metropolitan Transportation Planning Organization is not eligible and does not receive Congestion Mitigation Air Quality funding.

Nonetheless, both of the comprehensive plans for Alachua County and the City of Gainesville support compact and transit-oriented development and multimodal transportation system planning and development. In addition, the long-range transportation planning process of the Metropolitan Transportation Planning Organization has had a long tradition of supporting and implementing multimodal transportation system planning.

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**Unified Planning Work Program Fiscal Years 2022-23 and 2023-24**

Unified Planning Work Program								
Task 4.0 - Long-Range Transportation Plan								
Task 4.0 - Estimated Budget for Fiscal Year 2022-23 [Year One]								
Budget Category	Budget Category Description	Funding Sources						Total
		FHWA			G2487	Local/ Other Cash	FCTD Grant	
		Contract #		STBG	FY 2021-22			
		PL	CPG -PL		FTA 5305(d)			
Personnel Services								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services								
	Consultant Staff Services	\$431,222	\$10,000	\$0	\$5,000	\$0	\$0	\$446,222
	Plan Update Consultant Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$431,222	\$10,000	\$0	\$5,000	\$0	\$0	\$446,222
Travel								
	Member Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services								
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Memberships	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2022-23 Total:	\$431,222	\$10,000	\$0	\$5,000	\$0	\$0	\$446,222
Task 4.0 - Estimated Budget for Fiscal Year 2023-24 [Year Two]								
Personnel Services								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services								
	Consultant Staff Services	\$412,251	\$10,000	\$0	\$0	\$0	\$0	\$422,251
	Plan Update Consultant Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$412,251	\$10,000	\$0	\$0	\$0	\$0	\$422,251
Travel								
	Member Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services								
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Memberships	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2023-24 Total:	\$412,251	\$10,000	\$0	\$0	\$0	\$0	\$422,251
	Two-Year Total:	\$843,473	\$20,000	\$0	\$5,000	\$0	\$0	\$868,473

CPG-PL - Consolidated Planning Grant-Planning [Section 5305(d) funds]

FCTD - Florida Commission for the Transportation Disadvantaged

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

FY - Fiscal Year

PL - Planning

STBG - Surface Transportation Block Grant

This task includes soft match/in-kind contributions in Exhibit 1 of Section F of the Introduction on page xii.

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

Unified Planning Work Program								
Task 1.0 - Administration								
Task 1.0 - Estimated Budget for Fiscal Year 2022-23 [Year One]								
Budget Category	Budget Category Description	Funding Sources						Total
		FHWA			G2487 FY 2021-22	Local/ Other	FCTD	
		Contract #		STBG	FTA	Cash	Grant	
		PL	CPG -PL		5305(d)			
Personnel Services								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services								
	Consultant Staff Services	\$119,086	\$49,136	\$0	\$20,744	\$13,000	\$0	\$201,966
	Subtotal:	\$119,086	\$49,136	\$0	\$20,744	\$13,000	\$0	\$201,966
Travel								
	Member Travel	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
	Subtotal:	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
Other Direct Services								
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$7,000	\$0	\$7,000
	Memberships	\$0	\$0	\$0	\$0	\$500	\$0	\$500
	Office Supplies	\$0	\$0	\$0	\$0	\$1,500	\$0	\$1,500
	Subtotal:	\$0	\$0	\$0	\$0	\$9,000	\$0	\$9,000
	2022-23 Total:	\$119,086	\$49,136	\$0	\$20,744	\$24,000	\$0	\$212,966
Task 1.0 - Estimated Budget for Fiscal Year 2023-24 [Year Two]								
Personnel Services								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services								
	Consultant Staff Services	\$109,417	\$53,655	\$0	\$0	\$13,000	\$0	\$176,072
	Subtotal:	\$109,417	\$53,655	\$0	\$0	\$13,000	\$0	\$176,072
Travel								
	Member Travel	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
	Subtotal:	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
Other Direct Services								
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$7,000	\$0	\$7,000
	Memberships	\$0	\$0	\$0	\$0	\$500	\$0	\$500
	Office Supplies	\$0	\$0	\$0	\$0	\$1,500	\$0	\$1,500
	Subtotal:	\$0	\$0	\$0	\$0	\$9,000	\$0	\$9,000
	2023-24 Total:	\$109,417	\$53,655	\$0	\$0	\$24,000	\$0	\$187,072
	Two-Year Total:	\$228,503	\$102,791	\$0	\$20,744	\$48,000	\$0	\$400,038

CPG-PL - Consolidated Planning Grant-Planning [Section 5305(d) funds]

FCTD - Florida Commission for the Transportation Disadvantaged

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

FY - Fiscal Year

PL - Planning

STBG - Surface Transportation Block Grant

This task includes soft match/in-kind contributions in Exhibit 1 of Section F of the Introduction on page xii.

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



**Table 2**  
**Agency Funding Participation / Funding Sources by Task Table**  
**Fiscal Year 2023-24**

Task Number	Task	FHWA			FTA FY XXX XXX 6305(d)	MTPO Local / Other Cash	FCTD	Total	FOOT PL Soft Match^	FDOT FTA Soft Match^	Grand Total^-	Amount to Consultant
		FY 2023-24 Contract #		Other STBG								
		PL	CPG-PL									
1.0	Administration	109,417	53,655	0	0	24,000	0	187,072	38,078	0	225,150	176,072
2.0	Data Collection	0	0	0	0	0	0	0	0	0	0	0
3.0	Transportation Improvement Program	85,000	35,000	0	0	0	0	120,000	28,020	0	148,020	120,000
4.0	Long Range Transportation Plan	412,251	10,000	0	0	0	0	422,251	98,596	0	520,847	422,251
5.0	Special Project Planning	0	0	0	0	0	0	0	0	0	0	0
6.0	Regional Planning	0	0	0	0	0	0	0	0	0	0	0
7.0	Public Participation	55,000	25,000	0	0	0	0	80,000	18,680	0	98,680	80,000
8.0	System Planning	275,000	125,000	0	0	0	25,000	425,000	93,401	0	518,401	424,500
Total		936,668	248,655	0	0	24,000	25,000	1,234,323	276,776	0	1,511,099	1,222,823

<sup>^</sup>Planning budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.  
<sup>^</sup>Federal Highway Administration Planning and Federal Transit Administration Section 5305(d) matching funds are Florida Department of Transportation toll credits soft match  
-In-kind contribution from Alachua County, City of Gainesville and University of Florida not included.

CPG-PL - Consolidated Planning Grant Planning Funds [Federal Transit Administration Section 5305(d) Allocation]

FCTD - Florida Commission for the Transportation Disadvantaged

FDOT - Florida Department of Transportation

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

FY - Fiscal Year

MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

PL - Planning Funds

STBG - Surface Transportation Block Grant Funds



**Exhibit III**

**Unified Planning Work Program Amendment Log**

Unified Planning Work Program Amendment			Amendment Description	
Number	Approval Date	Purpose	Task / Table Number	Task/Table Modification

**Year One**

1	7/11/22	Add	Task 5.0 Summary Table 1 Pages 21, 22 & 37	Administrative modification to add \$300,000 American Rescue Plan Act of 2021-Federal Transit Administration grant award to the City of Gainesville Regional Transit System for Route Restoration Plan
2	6/5/23	Product Due Date Changes	Task 5.0 Appendix C Pages 21 & C-4	Revised due dates for Route Restoration Plan and Alachua Countywide Bicycle/Pedestrian Master Plan; Change Alachua Countywide Bicycle/Pedestrian Master Plan Responsible Agency to Alachua County; and Update Transit Development Plan due date
3	-	-	-	-

**Year Two**

1	12/4/23	Section 5305(d) Funding increase Year One Closeout Carryover Funding to Year Two	Exhibit 1  Task 1.0  Task 4.0  Summary Table 2  Appendix D Pages 4, 13, 20, 38, & D-4	Soft Match increase in Exhibit 1;  Federal Transit Administration Section 5305(d) funding increase distributed to year Two Task 1.0 - Administration Budget Table;  Federal Highway Administration Planning Year One Closeout Funding carryover to Year Two Task 4.0 - Long-Range Transportation Plan Budget Table;  Year 2 Summary Agency Participation Table 2; and  Amendment Log.
2	-	-	-	-
3	-	-	-	-





November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Safety Performance Measures and Targets

**JOINT RECOMMENDATION**

**The Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization 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

Due to lack of quorums, the Bicycle/Pedestrian Advisory Board and Citizens 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. Exhibit 2 shows recent fatality and serious injury information for the Gainesville Metropolitan Area.

**Attachments**

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## 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.

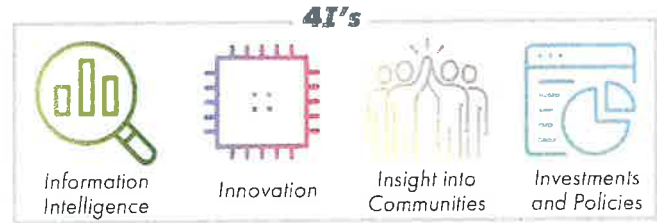
This SHSP deepens our resolve to aggressively reduce fatal and serious injury crashes in Florida. It introduces Florida to a "Safe System" approach promoted by the Federal Highway Administration to address all elements of a safe transportation system in an integrated manner. This approach means new priorities 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.

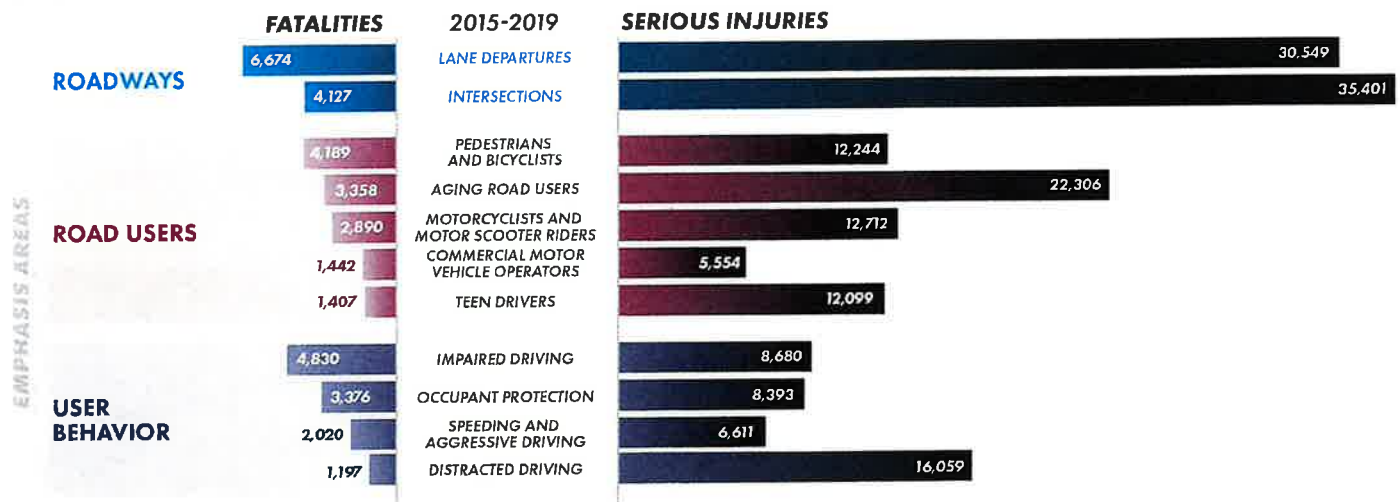
While these continue to be key approaches for this SHSP, we are also thinking more broadly by adding four additional approaches, the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies. This broader approach examines how factors such as urban design and land 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/](http://www.fdot.gov/safety/)





## OUR CALL TO ACTION

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

# ZERO

***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](http://www.fdot.gov/safety)**



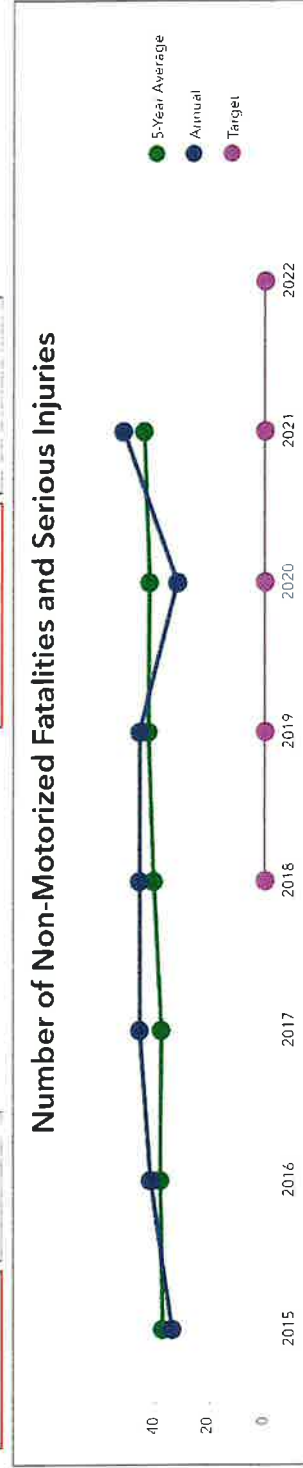
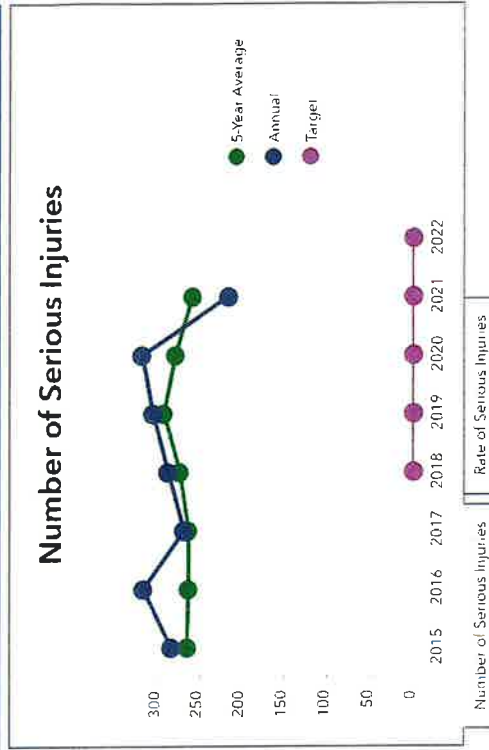
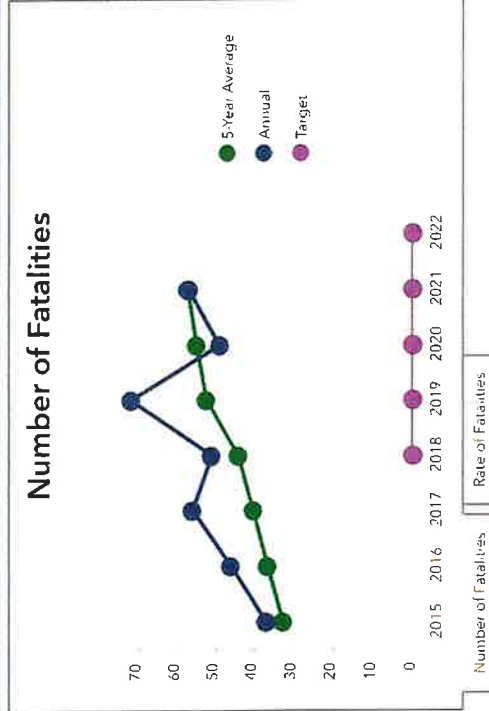
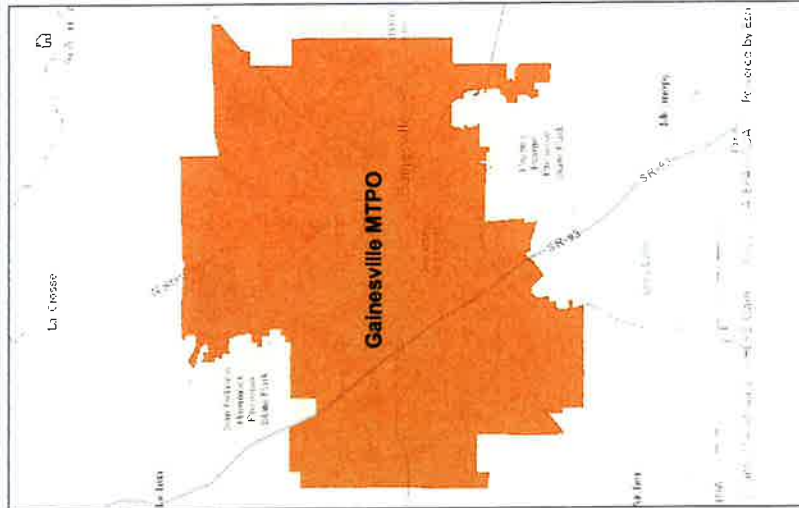
For more information:  
Florida Department of Transportation, Safety Office  
(850) 414-3100 | [www.fdot.gov/safety/](http://www.fdot.gov/safety/)



## EXHIBIT 2

### Safety Performance Measures and Targets

Select on MPO/TPO:  
 Gainesville MPO



Source: Florida Department of Transportation Source Book

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**CA.4**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison


Suwannee • Taylor • Union Counties

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

November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Year 2050 Long-Range Transportation Plan Update -  
The Corradino Group, Inc. Agreement

**STAFF RECOMMENDATION**

**Approve and authorize the Chair to sign, the attached Agreement between The Corradino Group, Inc. and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area concerning the update of the Year 2045 Long Range Transportation Plan to the Year 2050, subject to approval by the Federal Highway Administration and Florida Department of Transportation incorporating administrative and technical changes requested by the Federal Highway Administration and Florida Department of Transportation.**

**BACKGROUND**

In order to receive federal and state funds for transportation projects, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must update the adopted Year 2045 Long-Range Transportation Plan to the Year 2050. A transportation planning consulting firm, The Corradino Group, Inc., will assist with this effort.

Attached as Exhibit 1 is an Agreement concerning the update of the adopted Year 2045 Long Range Transportation Plan to the Year 2050 between the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and The Corradino Group, Inc.

Attachment

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**EXHIBIT 1**

**GAINESVILLE URBANIZED AREA  
YEAR 2050 LONG RANGE TRANSPORTATION PLAN UPDATE  
AGREEMENT  
BETWEEN  
THE CORRADINO GROUP, INC.  
AND THE  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA**

This Agreement is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2023 by and between The Corradino Group, Inc., hereinafter referred to as the "Consultant," located at 4055 NW 97th Avenue, Suite 200, Doral, FL 33178, and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, located at 2009 NW 67th Place, Gainesville, FL 32653-1603.

**THIS AGREEMENT/CONTRACT IS ENTERED BASED ON THE FOLLOWING FACTS:**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area desires to engage the Consultant to render certain technical or professional services; and

The Consultant possesses the qualifications and expertise to perform the services required.

**NOW THEREFORE, THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AND THE CONSULTANT DO MUTUALLY AGREE, AS FOLLOWS:**

**I. COVENANT FOR SERVICES**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area does hereby contract with the Consultant to perform the services described herein and the Consultant does hereby agree to perform such services under the terms and conditions set forth in this Agreement.

**II. AVAILABILITY OF FUNDS**

Payments pursuant to this Agreement are subject to, and conditioned upon, the total release of authorized appropriations and receipt of such funds from the Florida Department of Transportation by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

### III. DEFINITION, SCOPE AND QUALITY OF SERVICE

#### (A) Intent of the Agreement

The Consultant agrees, under the terms and conditions of this Agreement and the applicable state and local laws and regulations, to undertake, perform and complete all of the work tasks as outlined in Exhibit A, and by this reference made a part hereinafter called the project and the Consultant agrees to perform such work tasks and abide by the provisions of Exhibit A. Notwithstanding anything to the contrary in this Agreement, or in any other contract document relating to the project, in performing its work under this contract, Consultant shall perform its services to the standard of care of a reasonable planner that is performing the same, or similar, work at the same time and locality and under the same or similar conditions faced by the Consultant.

#### (B) Exhibit A, Scope of Services is hereto incorporated by reference.

### IV. CONSIDERATION

As consideration for work rendered under this Agreement, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agrees to pay the Consultant a fixed fee of two hundred thousand dollars and no cents (\$200,000.00), subject to funds being made available by the Florida Department of Transportation to support this amount. Funds may be used by the Consultant in preparing the work tasks contained in the scope of services attached hereto and incorporated by reference.

In the event it becomes necessary to cancel this Agreement due to lack of appropriations, the Consultant will be reimbursed for its incurred costs up to the date of Agreement termination. The reimbursement for these costs shall be inclusive of a fair and reasonable fee.

### V. METHOD OF PAYMENT

(A) The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall pay amounts as specified in Exhibit E- Schedule of Deliverables. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reserves the right to withhold payment or payments, in whole or in part, and to continue to withhold any such payments for work not completed, completed unsatisfactorily, work that is behind schedule or work that is otherwise performed in an inadequate or untimely fashion as determined by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Any and all such payment previously withheld shall be released and paid to the Consultant promptly when the work is subsequently satisfactorily performed.

(B) Subject to approval of the invoice, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will pay the Consultant within thirty (30) calendar days.

(C) The Consultant will submit a correct final invoice to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within sixty (60) calendar days after the date of expiration of this Agreement. Invoices received after this date will not be honored, unless an extension of this Agreement has been granted in accordance with Article XI.

## VI. REQUIRED REPORTS, RECORDS AND CERTIFICATES

(A) The Consultant shall provide the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area a contract closeout report certifying that a copy of each work product has been submitted to and approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The report shall be received by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within sixty (60) calendar days after the date of expiration of this Agreement.

(B) If all required reports and copies, prescribed above, are not submitted to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, or are not completed in a manner acceptable to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall withhold further payments until they are completed. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may terminate this Agreement with the Consultant if reports are not received within ten (10) calendar days after notice. "Acceptable to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area" means that the work product was completed in accordance with professional planning principles and is consistent with the scope of services.

(C) The Consultant shall execute a truth-in-negotiation certificate stating that wage rates and other factual unit costs supporting the compensation are accurate, complete and current at the time of contracting.

## VII. AUDIT REQUIREMENTS

(A) The Consultant agrees to maintain adequate financial procedures and adequate support documents to account for the expenditure of funds under this Agreement.

(B) These records shall be available at all reasonable times for inspection, review or audit by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and State of Florida personnel at the location where such records are stored and maintained by the Consultant. "Reasonable" shall be construed according to circumstances, but ordinarily shall mean normal business hours of 8:00 a.m. to 5:00 p.m., local time, Monday through Friday.

(C) The Consultant shall retain all financial records, supporting documents, statistical records and any other documents pertinent to this Agreement for a period of six (6) years after the date of submission of the final expenditures report. However, if litigation or an audit has been initiated prior to the expiration of the six-year (6-year) period, the records shall be retained until the litigation or audit findings have been resolved.

(D) Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper preaudit and postaudit thereof.

## VIII. PUBLIC RECORDS

The Consultant shall allow public access to all documents, reports, papers, letters or other material, subject to the provision of Chapter 119, Florida Statutes, prepared or received by the Consultant in conjunction with this Agreement.

## IX. SUBCONTRACTS

(A) Except as otherwise authorized in writing by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Consultant shall not execute any contract or obligate itself in any manner requiring the disbursement of funds with any third party with respect to the project without the written concurrence of the Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area specifically reserves unto himself/herself the right to review the qualifications of any subconsultant or contractor and to approve or disapprove the employment of the same after the subconsultant is selected but before a subconsultant contract is executed.

(B) If, after receiving written approval by the Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Consultant subcontracts any or all of the work required under this Agreement, the Consultant agrees to include in the subcontract that the subcontractor is bound by the terms and conditions of this Agreement with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

(C) The Consultant agrees to include in the subcontract that the subcontractor shall hold the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Consultant harmless against all claims of whatever nature arising out of the subcontractor's performance of work under this Agreement, to the extent allowed and required by law.

(D) If, after receiving written approval by the Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Consultant subcontracts, a copy of the executed subcontract must be forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within ten (10) calendar days after execution.

(E) It is understood and agreed by the parties hereto that participation by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in a project with a Consultant, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the Consultant complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act. As a further condition, the Consultant will involve the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Subconsultant Selection Process for all projects. In all cases, the Consultant's Attorney shall certify to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that selection has been accomplished in compliance with the Consultant's Competitive Negotiation Act.

(F) As required by 49 Code of Federal Regulations 26.13, the Consultant shall not discriminate on the basis of race, color, national origin, religion, gender, age or disability in the award and performance of any United States Department of Transportation-assisted contract or in the administration of its Disadvantaged Business Enterprise program or the requirements of 49 Code of Federal Regulations Part 26. The Consultant shall take all reasonable and necessary steps under 49 Code of Federal Regulations Part 26 to ensure nondiscrimination in the award and administration of United States Department of Transportation-assisted contracts.

(G) The Consultant shall utilize the United States Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Consultant during the term of the contract. The Consultant shall also expressly require any subcontractors performing work or providing services pursuant to this contract to likewise utilize the United States Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

#### X. LIABILITY

To the extent permitted by law, the Consultant shall indemnify, save and hold harmless the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and all its officers, agents or employees from all suits, actions, claims, demands and liability to the extent caused by the negligent act, error, omission or willful misconduct of the Consultant, its subcontractors, agents or employees.

#### XI. CONTRACT TERMS

The Agreement shall commence on the last date of signing by the parties involved, that being the day and year first above written, and shall terminate on January 15, 2026 unless terminated earlier in accordance with the provisions of Section XIV of this Agreement. Requests for contract extensions must be submitted ninety (90) calendar days prior to expiration date of the contract in time to be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

#### XII. MODIFICATION OF CONTRACT

Either party may request modification of the provisions of this Agreement. Changes which are mutually agreed upon shall be made in written form and shall be incorporated as part of this Agreement.

#### XIII. DOCUMENTS

By January 15, 2026, the Consultant shall deliver to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, in an organized manner, all documents, including final report, summary report, summary poster, project files, maps, sketches, worksheets and other materials used or gathered during the study process. This material shall become the property of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The cover page or title page of all reports, maps and other documents completed as a part of this Agreement shall acknowledge the date (month and year) the document was prepared and the name of the Consultant shall also be shown. In addition, the cover page or title page shall also contain the following paragraph -

"The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, United States Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, United States Code. The contents of this report do not necessarily reflect the official views or policy of the United States Department of Transportation."

#### XIV. TERMINATION

(A) This Agreement may be terminated by the written mutual consent of the parties, provided that the Consultant shall be reimbursed for all actual costs incurred in providing services pursuant to this Agreement.

(B) If the Consultant shall fail to fulfill in a timely and proper manner its obligations under this Agreement, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall have the right, without liability, to terminate this Agreement within ten (10) calendar days after giving written notice to the Consultant of such termination.

In the event the Consultant substantially or materially fails to fulfill its obligations under this Agreement, in advance of terminating the contract for default, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall issue a formal written notice stating the basis for termination and providing a reasonable opportunity for the Consultant to cure and correct the deficiencies in its contract performance within ten (10) calendar days after first being informed of the basis for the contract termination. If after the cure notice period, the Consultant fails to fulfill in a timely and proper manner its obligations under this Agreement, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall have the right to terminate this Agreement by giving written notice to the other party of such termination, the basis thereof and specifying the effective date of such termination, which shall in no event precede the cure notice period.

In the event of contract termination for whatever reason, costs incurred in providing services under the contract prior to the effective date of the termination shall be reimbursable. It is understood that this reimbursement shall include a fair and reasonable fee.

(C) Notwithstanding the above, the Consultant shall not be relieved of liability to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area by virtue of any breach of contract by the Consultant. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may withhold any payments to the Consultant for purpose of set-off until such time as the exact amount of damages due the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area from the Consultant is determined.

(D) Either party may terminate this Agreement without cause by providing fifteen (15) calendar days written notice to the other, provided that the Consultant shall be reimbursed for all actual costs incurred in providing services pursuant to this Agreement.

(E) In the event funds to finance this contract become unavailable, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may terminate the Agreement with no less than twenty-four (24) hours written notice to the Consultant. Notice shall be delivered by certified mail, return receipt requested, or in person, with proof of delivery. Notice shall be effective upon receipt, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall be the final authority as to the availability of funds. In the event it becomes necessary to cancel this Agreement due to lack of availability of funds, the Consultant will be reimbursed for its incurred costs up to the date of Agreement termination. The reimbursement for these costs shall be inclusive of a fair and reasonable fee.



## XV. PROHIBITED INTERESTS

(A) Neither the Consultant, nor any of its subcontractors, shall enter into any contract, subcontract or arrangement in connection with the project or any property included, or planned to be included in the project, in which any member, officer or employee of the Consultant or the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area during his/her tenure for one (1) year thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires, or had acquired prior to the beginning of his/her tenure, any such interest, and if any interest is immediately disclosed to the Consultant, the Consultant with prior approval of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, may waive the prohibition contained in this paragraph, provided, that any such present member, officer or employee shall not participate in any action by the Consultant or the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area relating to such contract, subcontract or arrangement.

The Consultant shall insert in all subcontracts entered into in connection with the project, or any property included or planned to be included in any project, the following provision:

"No member, officer or employee of the Consultant either during his or her tenure, or for one (1) year thereafter, shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this subsection shall not be applicable to any agreement between the Consultant and its fiscal depositories, or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

(B) No Member or delegate to the Congress of the United States shall be admitted to any share, or part of this Agreement, or any benefit arising therefrom.

(C) The Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Consultant to solicit or secure this Agreement and that it has not paid, or agreed to pay, any person, company, corporation, individual or firm, other than a bona fide employee working solely for the Consultant any fee, commission, percentage, gift or other consideration, contingent upon, or resulting from, the award or making of this Agreement.

(D) A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods and services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for Category Two for a period of thirty-six (36) months from the date of being placed on the convicted vendor list.

## XVI. NOTICE AND CONTRACT REPRESENTATIVES

(A) The representative of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area responsible for the management of this Agreement is Scott R. Koons, AICP, Executive Director of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The representative of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may be contacted in writing at the address first above written.

(B) The representative of the Consultant responsible for the administration of this Agreement, and who will also serve as the technical and primary point of contact for this Agreement, is Srinivas Varanasi, Vice-President, The Corradino Group, Inc. The representative for the Consultant may be contacted in writing at the address first above written.

(C) In the event that different representatives are designated by either party after execution of this Agreement, notice of the name, title and address of the new representative will be rendered in writing to the other party and said notification attached to the original of this Agreement.

## XVII. NONDISCRIMINATION

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in accordance with Title VI of the Civil Rights Act of 1964 and other federal, state and local nondiscrimination authorities hereby notices all bidders that it will affirmatively insure that in any contract entered into pursuant to any advertisement soliciting contractual services, minority business enterprises will be afforded full opportunity to submit bids in response to any such invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity in consideration for an award.

During the performance of this Agreement, the Consultant, for itself, its assignees and successors in interest agrees, as follows:

(A) Compliance with Regulations: The Consultant shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the United States Department of Transportation Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

(B) Nondiscrimination: The Consultant, with regard to the work performed during this Agreement, shall not discriminate on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by 49 Code of Federal Regulations 21.5 of the Regulations, including employment practices when the contract covers a program set forth in 49 Code of Federal Regulations Part 21, Appendix A.

(C) Solicitations for Subcontractors, including Procurements of Materials and Equipment: In all solicitations made by competitive bidding or negotiation by the Consultant for work to be performed under a subcontract, including procurements of materials and leases of equipment, each potential subcontractor, supplier or lessor shall be notified by the Consultant of the Consultant's obligations under this Agreement and the regulations relative to nondiscrimination on the grounds of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity.

(D) Information and Reports: The Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation, the Federal Highway Administration or the Federal Transit Administration to be pertinent to ascertain compliance with such regulations, orders and instructions.

Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the Florida Department of Transportation, the Federal Highway Administration and the Federal Transit Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(E) Sanctions for Noncompliance: In the event of the Consultant's noncompliance with the nondiscrimination provisions of this Agreement, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall impose such sanctions as it, the Florida Department of Transportation, Federal Highway Administration or the Federal Transit Administration may determine to be appropriate, including, but not limited to: withholding of payments to the Consultant under this Agreement until the Consultant complies; and/or cancellation, termination or suspension of this Agreement, in whole or in part.

(F) Incorporation of Provisions: The Consultant shall include the provisions of paragraphs (A) through (E) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation, the Federal Highway Administration or the Federal Transit Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultant may request the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to enter into such litigation to protect the interests of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

#### XVIII. COMPLETE CONTRACT

This Agreement, including Exhibit A, Scope of Services and Exhibit E, Schedule of Deliverables, of this Agreement, which are incorporated by reference herein and considered as an integral part of the Agreement, constitutes the entire contract between the parties, and any changes, amendments or modification hereof shall be void unless the same are reduced to writing and signed by the parties hereto.

#### XIX. VENUE AND JURISDICTION FOR LITIGATION BETWEEN PARTIES

This Agreement shall be construed according to the laws of the State of Florida. Venue shall be exclusively in the County or the Circuit Court of Alachua County, Florida for all litigation between the parties and all issues litigated between the parties shall be litigated exclusively in the Circuit Court of Alachua County, Florida.

XX. TERMS AND CONDITIONS

This Agreement contains all the terms and conditions agreed upon by the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their undersigned officials as duly authorized on the day and year first above written.

ATTEST:

THE CORRADINO GROUP, INC.

SEAL

By:

\_\_\_\_\_  
Joseph M. Corradino, AICP  
Managing Principal

By:

\_\_\_\_\_  
Joseph C. Corradino, PE  
Chief Executive Officer

ATTEST:

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION FOR THE  
GAINESVILLE URBANIZED AREA

SEAL

By:

\_\_\_\_\_  
Scott R. Koons, AICP  
Metropolitan Transportation  
Planning Organization for the  
Gainesville Urbanized Area  
Executive Director

By:

\_\_\_\_\_  
Mary Alford, PE  
Metropolitan Transportation  
Planning Organization for the  
Gainesville Urbanized Area Chair

APPROVED AS TO FORM

\_\_\_\_\_  
Corbin Hanson  
Metropolitan Transportation  
Planning Organization for the  
Gainesville Urbanized Area  
Attorney

**EXHIBIT A**

**SCOPE OF SERVICES**

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SCOPE OF SERVICES  
FOR THE  
GAINESVILLE URBANIZED AREA  
YEAR 2050 LONG-RANGE TRANSPORTATION PLAN UPDATE

Prepared by:

Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

With Assistance from:

North Central Florida Regional Planning Council  
2009 NW 67th Place  
Gainesville, FL 32653-1603  
352.955.2200

November 27, 2023

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## INTRODUCTION

Every five years, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area updates its long-range transportation plan. The purpose of this plan update is to encourage and promote a safe and efficient transportation system to serve future year transportation demands. Results of the long-range transportation plan process are intended to serve the overall mobility needs of the area, while also being cost effective and consistent with state and local goals and objectives.

The Gainesville Metropolitan Area is Alachua County, Florida. The Gainesville Urban Area incorporates the City of Gainesville, as well as the surrounding urban and transitioning areas. Census 2020 data indicates that this urban area is inhabited by approximately 213,000 residents and accounts for approximately 77 percent of the total population of the County.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area manages the transportation network and mobility needs for the Gainesville Metropolitan Area and recognizes the inter-connectivity between network accessibility and land use development patterns. Prior decision making has focused on producing a multi-modal transportation network consisting of roads, transit service, bicycle/pedestrian facilities and a regional airport. These modes of transportation provide a foundation for handling the flow of goods and services to and from the area, as well as establish a system for area residents to access jobs, shopping and recreational facilities.

This document presents the tasks and data requirements to identify and develop a list of transportation projects to meet anticipated future demand needs of the Gainesville Metropolitan Area through the Year 2050. Major components of this update process include consistency with federal and state guidelines as established in the Florida Department of Transportation *Metropolitan Planning Organization Program Management Handbook* and significant attention to public participation, mapping, data development and model validation. These components shall establish a policy foundation for long-range transportation decisions affecting the Gainesville Metropolitan Area and are described in more detail in the following list of tasks.

Unless otherwise stated, all tasks discussed in the following pages shall be the responsibility of the CONSULTANT. Acronyms shall not be used in the technical report text, tables, maps and illustrations.

## FEDERAL AND STATE REQUIREMENTS

Federal and state statutes outline the general requirements for long-range transportation plan updates and are incorporated in this Scope of Services. These outlines are broadly defined at the federal and state level by the following:

1. Federal Act - Infrastructure Investment and Jobs Act;
2. 23 Code of Federal Regulations 450.316 and 450.322;
3. Section 339.175, Florida Statutes; and
4. Florida Department of Transportation *Metropolitan Planning Organization Program Management Handbook*.

The consultant shall address and include appropriate documentation for all items described in Exhibit C and Exhibit D of this scope of services.

## TECHNICAL TASKS

This Scope of Services is subdivided into five separate tasks that outline the basic requirements of the long-range transportation plan update. Unless otherwise noted, the CONSULTANT is expected to fulfill each of the defined tasks and provide written documentation in the form of technical reports. The CONSULTANT shall provide appropriate project management and coordination sufficient to assure production control and assistance to the Project Manager. The tasks to complete the long-range transportation plan update are defined as follows:

- Task 1: Public Involvement - It is imperative that the public involvement aspect of this update conforms to federal and state guidelines and provide ample opportunity for public review and comment.
- Task 2: Data Collection, Mapping and Data Development - Aspects of this task include development of the highway and transit networks, review and update of the traffic analysis zones, development of socioeconomic data and the research of future financial resources.
- Task 3: Data Review and Verification - Task 3 includes a careful review and analysis of socioeconomic data and model input files.
- Task 4: Model Update and Validation - This task involves the validation of each of the components of the travel demand model to federal and state recommended thresholds.
- Task 5: Year 2050 Long-Range Transportation Needs Plan - Elements within this task provide for Year 2050 Long-Range Transportation Needs Plan development.
- Task 6: Year 2050 Long-Range Transportation Preliminary and Constrained Needs Plan - Elements within this task provide for Year 2050 Long-Range Transportation Preliminary and Constrained Needs Plan development.
- Task 7: Year 2050 Long-Range Transportation Cost Feasible Plan - Elements within this task provide for Year 2050 Long-Range Transportation Cost Feasible Plan development.

## TECHNICAL REPORTS

For reference purposes, it is important that the entire work effort be well documented. **Acronyms shall not be used in the technical report text, tables, maps and illustrations.** Technical reports detailing methodology and technique are required for each task. Specifically, the following seven (7) technical reports are required.

- Technical Report 1- documents public involvement in the plan development process.
- Technical Report 2- develops required maps, background data and financial resource information.
- Technical Report 3- documents data review and verification.
- Technical Report 4- documents model update and validation.
- Technical Report 5- documents Year 2050 Long-Range Transportation Needs Plan development.
- Technical Report 6- documents the identification, evaluation and selection of the Year 2050 Long-Range Transportation Preliminary and Constrained Needs Plan, all Needs Plan Alternatives and the Needs Plan project ranking.
- Technical Report 7- documents Year 2050 Long-Range Transportation Cost Feasible Plan development.

## TASK 1 - PUBLIC INVOLVEMENT

Public participation is a critical component of the long-range transportation planning process. Therefore, the CONSULTANT shall proactively implement the long-range transportation plan strategies and procedures of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan so that the public shall have early and continuing involvement in the plan development process. This public participation process is intended to provide sufficient opportunity for involvement of public officials (including elected officials) and citizens in the development of the long-range transportation plan before its approval by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The CONSULTANT shall develop a public involvement schedule and document public participation activities in accordance with Infrastructure Investment and Jobs Act requirements. The public involvement schedule shall identify a contact person, as well as general contact information concerning how to get involved.

The CONSULTANT shall be responsible for conducting the following public workshops and public hearings:

- Public Workshop #1 early in the plan update process to give a status report on the current long-range transportation plan implementation and to discuss the development of the vision statement, goals, objectives and policies;
- Public Workshop #2 on the results of testing and evaluating alternative networks one and two discussed in Task 6;
- Year 2050 Long-Range Transportation Needs Plan public hearing;
- Public Workshop #3 on the adopted Year 2050 Long-Range Transportation Needs Plan to obtain public input on projects that should be selected for the draft Year 2050 Long-Range Transportation Cost Feasible Plan; and
- Year 2050 Cost Feasible Plan public hearing.

The public participation schedule shall provide for outreach to Federal, State, Tribal wildlife, land management and regulatory agencies. In addition, the public participation schedule shall also provide for outreach to citizens, affected public agencies, agencies responsible for natural resources, environmental protection, conservation and historic preservation, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with responsible opportunities to be involved in the development of the long-range transportation plan.

### 1.1 PUBLIC PARTICIPATION PROCESS AND DOCUMENTATION

The CONSULTANT shall implement public participation activities in accordance with criteria in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan and provide documentation in a technical report and as part of the final report that describes explicit procedures, strategies and outcomes for:

1. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to, a reasonable opportunity to comment on the proposed long-range transportation plan;
2. Providing timely notice and reasonable access to information about transportation issues and processes;
3. Employing visualization techniques to describe proposed long-range transportation plans for use at public workshops and meetings;
4. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
5. Holding public meetings at convenient and Title VI-compliant locations and times;
6. Providing, as needed, planning documentation in Spanish to address Limited-English proficiency strategy of the Public involvement Plan;
7. Demonstrating explicit consideration and response to public input received during the development of the long-range transportation plan;
8. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
9. Consulting with Federal, State, Tribal, wildlife, land management and regulatory agencies and agencies responsible for natural resources, environmental protection, conservation and historic preservation; and
10. Providing an additional opportunity for public comment, if the final long-range transportation plan differs significantly from the version that was made available for public comment by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

When significant written and oral comments are received on the draft long-range transportation plan (including the financial plan), the CONSULTANT shall prepare a summary, analysis and reports on the disposition of public comments and include this material as part of the adopted Year 2050 Long-Range Transportation Cost Feasible Plan. Agendas for all public hearings shall be available in Braille or large print upon request, as well as recorded versions of the same. With adequate advance notice, sign language interpretation shall be available for all public meetings. The availability of these media alternatives shall be advertised.

Elements of this work task are integrated throughout the study process and include the following:

1. Development of Vision Statement, Goals, Objectives and Evaluation Criteria;
2. Presentations to the Citizens Advisory Committee, Technical Advisory Committee, Bicycle/Pedestrian Advisory Board and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; and
3. Public presentations.

## 1.2 PUBLIC INVOLVEMENT STRATEGY IMPLEMENTATION

The CONSULTANT shall implement the Public Involvement Plan strategies for the long-range transportation plan update which includes outreach to the elderly, persons with disabilities, minorities and low-income community and other groups traditionally under-represented in the plan update process. Strategies to solicit input from the business, environmental and other communities of local significance, such as focus groups, shall also be implemented.

1.2.1 Communication approaches to be used include the use of periodic newsletters and website. This website shall have a standalone address and there will be a direct link from the website of the North Central Florida Planning Council. The purpose of this website is to provide access to materials prepared during the plan update process.

1.2.2 The CONSULTANT shall develop a vision statement and a list of goals and objectives that shall govern the development of the long-range transportation plan, including long-range and short-range strategies and actions consistent with state and local goals and objectives. The CONSULTANT shall develop a process that ensure the public has adequate opportunity to provide input in developing the vision statement and the goals and objectives for the long-range transportation plan.

The CONSULTANT shall develop draft goals and objectives that include a review of the goals and objectives adopted by the City of Gainesville and Alachua County in their Comprehensive Plans. The State Comprehensive Plan and the North Central Florida Strategic Regional Policy Plan shall also be reviewed. Efforts shall be made to ensure that the goals and objectives of this update are consistent with State, regional and local comprehensive plans.

The CONSULTANT shall consider the goals and objectives identified in the Florida Transportation Plan.

The CONSULTANT shall include draft goals concerning safety and security. This information shall be provided to the public during the first public workshop.

1.2.3 The CONSULTANT shall incorporate visualization techniques in the public participation process to describe various aspects of the long-range transportation plan.

1.2.4 The CONSULTANT shall participate in at least eight briefings each that shall be held for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Citizens Advisory Committee, Technical Advisory Committee and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, including representatives of the Florida Department of Transportation. The Alachua County Traffic Safety Team, Alachua County Transportation Disadvantaged Coordinating Board and Bicycle/Pedestrian Advisory Board shall be invited and encouraged to attend briefings that are made to the Citizens Advisory Committee.

The CONSULTANT shall be responsible for all handout material, graphics, visual aids and equipment necessary for these presentations. The purpose of these briefings shall be to discuss the progress of the update, key decisions and milestones.

- 1.2.5 The CONSULTANT shall advertise and conduct at least three public workshops during the planning process. The first public workshop shall inform the public of the long-range transportation plan update and occur early in the project to outline the study scope, goals and timing. A portion of each meeting shall be devoted to questions and answers and the public shall be asked to identify and provide information about transportation problem areas.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall conduct a minimum of two public hearings, one to solicit public comment on the proposed Year 2050 Long-Range Transportation Needs Plan and one to solicit public comment on the proposed Year 2050 Long-Range Transportation Cost Feasible Plan.

- 1.2.6 The CONSULTANT shall document the entire public involvement effort in Technical Report 1. This document shall include photographs, a review of materials and subjects discussed, recurrent issues or themes and results of the process. The CONSULTANT is responsible for preparing meeting minutes for all public workshops, meetings and hearings, including documenting all public comments. All meeting minutes, emails, comments from the public and related information concerning the draft long-range transportation plan and technical reports shall be compiled in Technical Report 1.

### 1.3 TECHNICAL REPORT 1

The CONSULTANT shall document in Technical Report 1 the implementation of the public involvement.



## TASK 2 - DATA COLLECTION, MAPPING AND DATA DEVELOPMENT

The purpose of this task is to develop the maps, model networks and data files needed to validate and run the transportation model. Data inputs to the model include socioeconomic data in the form of zonal data (ZDATA) files, traffic counts and transit ridership. This task shall also develop existing and projected financial resources to fund needed transportation projects by the Year 2050. Technical Report 2 shall describe the entire map development effort, as well as the development of zonal data (ZDATA) and the research of future financial resources.

Covid-19 Pandemic impacts - The CONSULTANT shall coordinate with the project manager, use best practices and refer to and document Federal Highway Administration and/or Florida Department of Transportation guidance for data collection and analysis.

### 2.1 DATA COLLECTION

The CONSULTANT shall collect datasets from the existing model and determine if they contain any usable information. The CONSULTANT shall collect, create, and/or compile datasets necessary to validate and calibrate the Gainesville Urban Area Transportation System travel demand model. The CONSULTANT shall revise screenlines and cutlines as necessary. The CONSULTANT shall collect and utilize all necessary traffic count data. The CONSULTANT shall conduct a roadway inventory to develop a 2020 Highway System Network including facility type, number of travel lanes in each direction, presence of turn lanes, posted speed, functional classification and other information as necessary. This roadway inventory shall incorporate Florida Department of Transportation Roadway Characteristics Inventory system data. The CONSULTANT shall be responsible for the coding, reviewing, editing and debugging of the 2020 Base Year network. The CONSULTANT shall collect necessary transit service data in order to construct transit networks and validate/calibrate the Gainesville Urbanized Area Transportation System model. In addition, the CONSULTANT shall use the bicycle and pedestrian facility inventory maintained by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and collect any additional appropriate bicycle and pedestrian data. This data shall be incorporated in the model as a layer file similar to the transit network.

- 2.1.1 The screenlines and cutlines developed for the last plan update shall be revised as appropriate and used in the validation of the 2020 Base Year Model. The CONSULTANT shall be responsible for the review and modification of the screenlines and cutlines.
- 2.1.2 The CONSULTANT shall be responsible for all traffic count data necessary to validate/calibrate the 2020 Base Year Model. Extensive traffic count data has been collected by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Florida Department of Transportation, the City of Gainesville, Alachua County and other partner agencies. This data shall be made available to the CONSULTANT. The CONSULTANT shall review the most recent traffic count data/locations for adequacy and shall adjust the most recent counts for state facilities to average weekday peak season counts. If available, seasonal adjustment factors for local roads shall be used where appropriate.
- 2.1.3 A highway network shall be developed by the CONSULTANT for the 2020 Base Year. This network shall include double digit coding to allow for more accurate facility type representation. The revised model network shall incorporate changes to networks since the last plan update.
- 2.1.4 A Transit Network shall be developed by the CONSULTANT for the 2020 Base Year. The structure of this model system will allow for different modes of transit, such as bus rapid transit, fixed rail, streetcar and trolley.

- 2.1.5 Transit service data necessary to validate/calibrate the travel demand model shall be obtained from the Regional Transit System by the CONSULTANT for all City of Gainesville, Alachua County and University of Florida routes. All appropriate data obtained from special transit studies shall be reviewed and incorporated by the CONSULTANT where suitable.

Transit service data shall include, but not be limited to:

- A. AM Peak Screenline Ridership by route, mode and corridor;
  - B. Midday (off-peak) Screenline Ridership by route, mode and corridor;
  - C. Average Weekday Ridership by route, mode and corridor; and
  - D. Average Weekday Transfer Data for AM Peak and Midday Ridership transferring between modes and between routes of the same mode.
- 2.1.6 A bicycle facility network that features both dedicated instreet bikelanes and paved shoulders and offstreet bicycle/pedestrian facilities shall be developed by the CONSULTANT for the 2020 Base Year. This network shall include double digit coding to allow for more accurate facility type representation. The revised model network shall incorporate changes to networks since the last plan update.
- 2.1.7 A sidewalk network shall be developed by the CONSULTANT for the 2020 Base Year. This network shall include double digit coding to allow for more accurate facility type representation. The revised model network shall incorporate changes to networks since the last plan update.
- 2.1.8 Micromobility shall be incorporated into the plan update. The CONSULTANT shall coordinate with the project manager for the 2020 Base Year micromobility data and model coding. .

## 2.2 MAPPING

The CONSULTANT shall be required to provide maps and digital copies of the data collected to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to facilitate the review and revision of the data prior to its use during model validation and calibration. Maps and data may include the study area boundary, the principal street system, traffic analysis zones, the highway system network maps (link/node plots) and data files, the transit system network maps and data files and other such maps that shall be used as working instruments.

All shapefiles shall be delivered to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area by the CONSULTANT in Florida Standard Urban Transportation Modeling Structure format and in Economic and Social Research Institute geographic information system shapefile format (Version 10.6 or later). Network maps shall be in line format with all roadway and/or transit network attributes and shall be used on the City of Gainesville Street Centerline File, unless an alternative road dataset is approved by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The data shall be projected using North American Datum of 1983 (NAD83) North Florida State Plane Feet coordinate system unless an alternative projection system is approved by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

- 2.2.1 A new Traffic Analysis Zone Map shall be developed. This task shall be prepared by the CONSULTANT and provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval prior to model validation.

- 2.2.2 A Highway System Network Map shall be developed by the CONSULTANT for the 2020 Base Year Network and include double-digit coding for more specific facility and area type designations. The CONSULTANT shall provide draft Highway System Network maps and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval prior to model validation. The Network shall also utilize the true shape display function in PTV Visum for more accurate graphical representation.
- 2.2.3 A Transit System Network Map shall be developed by the CONSULTANT for the 2020 Base Year. The format of this map shall be consistent with the transit base year network for the last plan update. The CONSULTANT shall provide draft Transit System Network maps and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Regional Transit System for review and approval prior to model validation.
- 2.2.4 For purposes of documenting mode split, a Bicycle Facilities Network Map shall be developed by the CONSULTANT for the 2020 Base Year. The Bicycle Facilities Network Map shall identify and distinguish between dedicated instreet bikelanes and paved shoulders and offstreet bicycle/pedestrian facilities. The CONSULTANT shall provide draft Bicycle Facilities System Network maps and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval prior to model validation. Any information provided by the CONSULTANT may be used by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for creating an updated bicycle map in an effort separate from this update of the long-range transportation plan.
- 2.2.5 For purposes of documenting mode split and identifying gaps in access to transit, a Sidewalk Network Map shall be developed by the CONSULTANT for the 2020 Base Year. The CONSULTANT shall provide draft Sidewalk Network maps and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Regional Transit System for review and approval prior to model validation.
- 2.2.6 For purposes of documenting mode split and micromobility, appropriate mapping or other graphics shall be developed by the CONSULTANT for the 2020 Base Year. The CONSULTANT shall provide draft micromobility mapping and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Regional Transit System for review and approval prior to model validation.
- 2.2.7 For purposes of documenting freight considerations, a Freight Corridor Map shall be developed by the CONSULTANT for the 2020 Base Year. The CONSULTANT shall provide a draft Freight Corridor Map and data to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval prior to model validation. The CONSULTANT shall use the Statewide Freight Model for identifying long-haul truck distribution patterns.
- 2.2.8 The development of all maps shall be documented by the CONSULTANT in Technical Report 2.

## 2.3 DATA DEVELOPMENT

The CONSULTANT shall prepare the socioeconomic data for the Year 2050 Update for both Base Year 2020 and Future Year 2050. Base year 2020 data shall be developed by using information obtained from the 2020 Census, current 2017 National Household Travel Survey Florida Add-on program, Info USA employment data, Chamber of Commerce Employment Statistics, State of Florida Agency for Workforce Innovation and Property Appraiser records where necessary. The socioeconomic shall include population, percent dwelling units not occupied by permanent residents, percent dwelling units vacant, population in dwelling units and occupied by permanent residents, vehicles per household, hotel/motel units, occupied hotel/motel units, total employment by place of work, industrial employment by place of work, commercial employment by place of work, service employment by place of work, school enrollment, and short-term and long-term parking costs.

The CONSULTANT shall test and evaluate one future land use scenario that represents the most realistic forecast of where people shall live and work in Alachua County in the Year 2050 based upon currently adopted comprehensive plans.

The CONSULTANT shall also work with the University of Florida to develop specific socioeconomic data related to model production and attraction rates for the University of Florida campus and surrounding areas. Specific information regarding campus trip generation rates, mode splits and auto occupancy rates shall be included in the Year 2050 Update by the CONSULTANT.

The CONSULTANT shall review this data and perform necessary edit checks. Additionally, the CONSULTANT shall deliver all zonal data (ZDATA) in Florida Standard Urban Transportation Modeling Structure format and in Geographic information system shapefile format for the traffic analysis zone and boundary maps.

The CONSULTANT shall obtain data relating to travel demand for airports, intermodal facilities, recreation areas, significant commercial activity centers and freight distribution facilities. The intent is to accumulate sufficient data suitable for adequately analyzing the trip production and attraction as well as accessibility to such facilities. The CONSULTANT shall coordinate the development of this list with the City of Gainesville, Alachua County and the Florida Department of Transportation.

The CONSULTANT shall ensure that all data is based upon the latest available estimates and assumptions for population, land use, travel, employment, congestion and economic activity.

2.3.1 Zonal Data One (ZDATA1): Population and household data for each model traffic analysis zone shall be obtained from the following sources:

A. 2020 Base Year population and housing data for each traffic analysis zone shall be obtained from the 2020 U.S. Census and the Census Transportation Planning Package for the following:

1. Population and the number of single-family and multi-family units;
2. Auto availability;
3. Percentage of vacant single-family and multi-family units;
4. Population and number of single-family and multi-family units occupied by non-permanent residents; and
5. According to Florida Standard Urban Transportation Modeling Structure for trip generation, add median family income variable if this data is available.

This information shall be cross referenced with 2020 Property Appraiser parcel records. Incorporation of more-detailed population from the University of Florida, Bureau of Economic and Business Research *Development of Small-Area Population Projections for Gainesville Regional Utilities* report shall be coordinated with the project manager and documented.

- B. Future year population and income forecasts shall be obtained from the University of Florida, Bureau of Economic and Business Research. These forecasts shall be used as control totals for future population and provide a basis for estimating other socioeconomic factors, such as housing and employment. Use of future year population as sourced from the University of Florida, Bureau of Economic and Business Research *Development of Small-Area Population Projections for Gainesville Regional Utilities* report shall be coordinated with the project manager and documented.
- C. The number of hotel/motel units shall be obtained from the Florida Department of Business Regulation, Division of Hotels and Restaurants. This data shall be supplemented by a survey of hotel/motels to determine the percentage of occupied units and persons per occupied unit during the peak season.
- D. The percentage of vacant single-family and multi-family dwelling units as identified in the 2020 Census data shall be used.

2.3.2 Zonal Data Two (ZDATA2): 2020 Base Year employment data shall be developed by the CONSULTANT for each traffic analysis zone, classified by type (service, commercial, manufacturing and industrial). This data shall be verified using Property Appraiser records, occupational licenses and Info USA data provided by the Florida Department of Transportation. Employment data shall be cross referenced with the Chamber of Commerce large employers database for consistency (as it relates to size and location) and with Florida Agency for Workforce Innovation information.

- A. Parking cost shall be developed for the City and University of Florida campus traffic analysis zones where short-term (average 3 hours) paid parking is available and/or where long-term (average 9 hours) paid parking is offered.
- B. 2020 Base Year public school enrollment shall be obtained from the Alachua County School Board. Comparable data shall be obtained from private schools within the study area. Private school enrollment data is available from the Florida Department of Education.

2.3.3 Zonal Data Three (ZDATA3): The CONSULTANT shall develop data for airports, universities, regional shopping malls, military installations, which function as special generators.

2.3.4 Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files developed for the last plan update shall be reviewed and updated by the CONSULTANT.

2.3.5 The development of socioeconomic data shall be documented by the CONSULTANT in Technical Report 2.

## 2.4 DESIGNATION OF SCREENLINES

The screenlines and cutlines developed for the last plan update shall be revised as appropriate and used in the validation of the 2020 Base Year Model by the CONSULTANT.

## 2.5 TRAFFIC COUNT DATA

The CONSULTANT shall be responsible for all traffic count data necessary to validate/calibrate the 2020 Base Year Model. Extensive traffic count data has been collected by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Florida Department of Transportation and shall be made available to the CONSULTANT. The CONSULTANT shall review the traffic count data/locations for adequacy and shall adjust the counts:

- to average weekday peak season counts; and
- to account for heavy vehicle traffic.

If available, seasonal adjustment factors for local roads developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall be used where appropriate.

## 2.6 HIGHWAY, TRANSIT, BICYCLE FACILITY AND SIDEWALK NETWORKS

- 2.6.1 A highway network shall be developed by the CONSULTANT for the 2020 Base Year. This network shall be compatible with the Economic and Social Research Institute Geographic Information System format. The structure of this network shall be consistent with, but not limited to, the highway network for the previous update. This network shall also include double digit coding to allow for more accurate facility type representation and true shape format for graphical representation. The revised model network shall incorporate changes to networks since the last plan update.
- 2.6.2 A Transit Network shall be developed by the CONSULTANT for the 2020 Base Year. This network shall be compatible with the Economic and Social Research Institute Geographic Information System format. The structure of this model system shall be consistent with the transit base year network for the last plan update.
- 2.6.3 A Bicycle Facility Network shall be developed by the CONSULTANT for the 2020 Base Year. This network shall be compatible with the Economic and Social Research Institute Geographic Information System format. The structure of this model system shall be consistent with the instreet and paved shoulder and offstreet bicycle facility base year network.
- 2.6.4 A Sidewalk Network shall be developed by the CONSULTANT for the 2020 Base Year. This network shall be compatible with the Economic and Social Research Institute Geographic Information System format. The structure of this model system shall be consistent with the sidewalk base year network.
- 2.6.5 Micromobility across the Highway, Transit, Bicycle Facility and Sidewalk Networks shall be developed by the CONSULTANT for the 2020 Base Year. The CONSULTANT shall coordinate with the project manager to assure that double counting is minimized. Identification and analysis of micromobility shall be compatible with the Economic and Social Research Institute Geographic Information System format.

## 2.7 TRANSIT SERVICE DATA

Transit service data necessary to validate/calibrate the travel demand model shall be obtained from the Regional Transit System and other public transportation operators as warranted by the CONSULTANT for both City and University of Florida campus routes. All appropriate data obtained from special transit studies shall be reviewed and incorporated by the CONSULTANT where suitable.

Transit service data shall include, but not be limited to:

- A. AM Peak Screenline Ridership by route, mode and corridor;
- B. Midday (off-peak) Screenline Ridership by route, mode and corridor;
- C. Average Weekday Ridership by route, mode and corridor; and
- D. Average Weekday Transfer Data for AM Peak and Midday Ridership transferring between modes and between routes of the same mode.

## 2.8 DATA PROJECTIONS

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall develop and project the socioeconomic data files Zonal Data One (ZDATA1) and Zonal Data Two (ZDATA2) for the Year 2050. If available, population projections developed by the Bureau of Business and Economic Research shall be used as control totals. The CONSULTANT shall be responsible for developing the Zonal Data Three (ZDATA3), Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files for the Year 2050. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the North Central Florida Regional Planning Council, the Florida Department of Transportation, the City of Gainesville and Alachua County shall also participate in this effort. In addition, representatives from other municipalities in Alachua County shall also be invited to participate in developing this information.

The methodology used to project transit ridership developed for the Regional Transit System Transit Development Plan, the Regional Transit System Comprehensive Operational Analysis and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted Year 2045 Plan shall be used to project future transit ridership. This data shall be distributed to existing and projected Regional Transit System routes.

The methodologies used to project bicycle usage, heavy vehicle activity and pedestrian activity shall be developed:

- consistent with multimodal policies in the Alachua County and City of Gainesville comprehensive plans; and
- in coordination with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

As appropriate, these factors shall be used to project future highway traffic and transit ridership.

## 2.9 FINANCIAL RESOURCES

The CONSULTANT shall be responsible for the accumulation and aggregation of information regarding existing and projected funding sources for modifications outlined in the Year 2050 Needs Plan that shall be used in the development of the Year 2050 Cost Feasible Plan. The CONSULTANT shall develop estimates of funds that are anticipated to be available to support Year 2050 Cost Feasible Plan implementation with the Florida Department of Transportation. Cost Feasible Plan dollars shall be reported in year of expenditure dollars.

#### 2.9.1 IDENTIFY AND PROJECT AVAILABLE RESOURCES

The CONSULTANT shall obtain historical financial information relative to the funding of transportation services within the study area from appropriate federal, state and local agencies. Based on this historical information, and the planning data forecast prepared in the development of the zonal data (ZDATA), potential financial resources shall be forecasted for the Year 2050. The CONSULTANT shall report future revenues by funding category. Included in this information shall be financial information from the latest adopted Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program.

#### 2.9.2 IDENTIFY SYSTEM OPERATIONS, MAINTENANCE AND CAPITAL COSTS

The CONSULTANT shall confirm revenues and costs related to system operations and maintenance activities covered in the long-range transportation plan. The financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain Federal-aid highways and public transportation.

#### 2.9.3 IDENTIFY NEW PROJECT FUNDING SOURCES

The funding available for new projects is the difference between the funds reasonably expected to be available for transportation modifications minus the funds required to construct committed projects and those funds required to operate and maintain the transportation system. This difference shall be the funding available to develop the Year 2050 Long-Range Transportation Cost Feasible Plan.

#### 2.9.4 IDENTIFY AND PROJECT POTENTIAL FUNDING SOURCES

Alternative funding sources such as bonds, transit fares, tolls, special taxing districts, impact fees and local option gas tax shall also be investigated and shall be included in the final report by the CONSULTANT as potential funding sources for projects not included in the Year 2050 Long-Range Transportation Cost Feasible Plan. All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

Should any of these alternatives sources be recommended to fund projects in the Year 2050 Long-Range Transportation Cost Feasible Plan, strategies to ensure the availability and commitment of these sources shall be included as part of the recommendation. These strategies must include a plan of action describing the steps necessary to enact the sources. The analysis shall discuss past successes or failures to secure similar funding sources.

If the long-range transportation plan assumes a new revenue source as part of the Year 2050 Long-Range Transportation Cost Feasible Plan, the following information shall be included in the text: the source shall be clearly explained; why it is considered to be reasonably available; when it will be available; what actions would need to be taken for the revenue to be available; and what would happen with projects if the revenue source was not available. If, for example, the most recent action of a governing body, or a referendum of the public, defeated a similar revenue source, then the new revenue source may not be included in the Year 2050 Long-Range Transportation Cost Feasible Plan unless the CONSULTANT can justify the revenue source and explain the difference between the action that failed and the action being proposed. This applies to all revenue sources in the long-range transportation plan (i.e. federal, state, local, private, etc.).



## 2.9.5 TRANSPORTATION SYSTEM OPERATIONS AND MAINTENANCE

The financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways, as defined by 23 United States Code 101(a)(5), and public transportation, as defined by Title 49 United States Code Chapter 53. The system level costs for operations and maintenance shall be included in the main summary plan document, in addition to the technical report, as a short narrative for both the state and local systems. This material shall also discuss how this information was developed.

## 2.9.6 YEAR OF EXPENDITURE DOLLARS

The CONSULTANT shall use an inflation rate for revenue and cost estimates to reflect year of expenditure dollars based on reasonable financial principles and information.

## 2.10 TECHNICAL REPORT 2

The CONSULTANT shall document in Technical Report 2 the entire data development process detailed in Tasks 2.1 through 2.9. As noted earlier, documentation of all tasks, including the development of all maps, data and financial resources, shall be in the form of Technical Memoranda. These memoranda shall be delivered to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within 30 days of completion of the task by the CONSULTANT. The technical memoranda shall clearly define all of the facility attributes and their purpose in the model.

The latest Florida Department of Transportation Revenue Forecast Handbook shall be used to develop an appendix that reflects the use of federal and state funding for non-capacity projects. This appendix shall be made part of Technical Report 2. Similar information shall be provided to document local and/or privately funded projects.

### TASK 3 - DATA REVIEW AND VERIFICATION

The purpose of this task is to review the model inputs and outputs to ensure that the data sets are adequate for planning purposes. The CONSULTANT shall document completion of each task in the technical report. All Technical Memoranda shall be delivered to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area within 30 days of completion of the task by the CONSULTANT.

#### 3.1 REVIEW ZONAL DATA (ZDATA) INPUTS

The CONSULTANT shall review the zonal data (ZDATA) to verify that it is in the standardized model format, is accurate, logical and properly coded. This review shall include the use of Land Use Check (LUCHECK), or similar software programs, as well as random manual checks. All errors and or deviations shall be corrected and documented by the CONSULTANT. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall be notified by the CONSULTANT of all errors/corrections/changes through the technical report.

- 3.1.1 The traffic analysis zone structure shall be analyzed by the CONSULTANT based on the number of productions and attractions generated. The necessary changes shall be made by the CONSULTANT to ensure a homogeneous traffic analysis zone structure in which zones are compatible as to the number of trips generated. The socioeconomic data shall also be checked for statistical validity and ratio comparisons.
- 3.1.2 The CONSULTANT shall incorporate special generators identified in Task 2 and ensure compatibility with all other socioeconomic data.
- 3.1.3 The CONSULTANT shall make all necessary changes related to the adjustments made to traffic analysis zone boundaries, including all the zonal data (ZDATA) files and all the Network Files. This requirement shall be clearly documented. Maps shall be provided, where necessary, (such as with traffic analysis zone splits) along with changes in data. Also, the process of delineating traffic analysis zones splits shall also be documented. All activities under this task shall be coordinated with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation, the City of Gainesville and Alachua County.

#### 3.2 REVIEW 2020 HIGHWAY, TRANSIT, BICYCLE FACILITY AND SIDEWALK NETWORKS

The CONSULTANT shall review the Highway Network for coding errors in facility types, area types, number of lanes and coordinates.

- 3.2.1 The review of the Highway Network shall also include the review of all directions and turn prohibitors.
- 3.2.2 The CONSULTANT shall review the network to determine whether links should be added or deleted to obtain a better assignment and a better reflection of the actual travel pattern.
- 3.2.3 The CONSULTANT shall review the coding of Interstate facilities to ensure that directional links, ramp systems and interchanges are correctly coded.
- 3.2.4 Double digit coding shall be used for area and facility type identification on all links.

- 3.2.5 All necessary corrections shall be made by the CONSULTANT and fully documented and mapped.
- 3.2.6 All input files and other related transit files shall be reviewed and updated as needed.
- 3.2.7 The CONSULTANT shall maintain and update instreet bicycle facility coding and offstreet bicycle/pedestrian facility coding.
- 3.2.8 The CONSULTANT shall maintain and update sidewalk network coding.
- 3.2.9 The CONSULTANT shall maintain and update micromobility coding.

### 3.3 REVIEW 2020 TRAFFIC COUNT AND 2020 TRANSIT RIDERSHIP DATA

The CONSULTANT shall review all traffic counts for accuracy and consistency. All traffic counts shall represent peak season weekday traffic and shall be reviewed and approved by the Florida Department of Transportation, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the City of Gainesville and Alachua County prior to model input.

- 3.3.1 The CONSULTANT shall review the location and number of counts available to ensure that screenlines, cutlines and cordon lines are fully represented. The CONSULTANT shall also review the number of counts available within each cell matrix for each facility type and area type for the purpose of validation/calibration.
- 3.3.2 The CONSULTANT shall be responsible for the review of all transit service data and any other input variables needed for the transit and access modes. This effort shall include a review and use of data developed for the Regional Transit System Transit Development Plan.

### 3.4 REVIEW TRIP GENERATION RATE

The CONSULTANT shall review trip rates contained in input files for the study area for multi-family and single-family dwelling units in the cell matrixes used in the Gainesville Urbanized Area Transportation System Model. Modifications to the standard trip generation shall be based on current National Household Travel Survey Florida Add-on Program for Alachua County. Variable attraction rates shall be used to add flexibility to the model.

The CONSULTANT shall review the trip rate concerning the total number of productions and attractions in the area. All zonal data (ZDATA) files shall be double checked if the output of the generation step falls beyond the acceptable range of 10,000 trips per traffic analysis zone.

### 3.5 REVIEW TRIP LENGTH DISTRIBUTION

The CONSULTANT shall review, and if necessary update, the Friction Factor files used in the last plan update and review the trip length distribution curves for each trip purpose.

### 3.6 REVIEW AUTO OCCUPANCY RATES

The CONSULTANT shall compare the Gainesville Urbanized Area Transportation System model automobile occupancy rates to results of the 2020 Census and the Census Transportation Planning Package and revise where necessary.

### 3.7 REVIEW BICYCLE, PEDESTRIAN, MICROMOBILITY AND TRANSIT PARAMETERS

The CONSULTANT shall review and, if necessary, revise the Florida Standard Urban Transportation Modeling Structure system files to ensure that all modes, bicycling, local bus, express bus, micromobility and walk modes, currently used in the study area are accommodated. The CONSULTANT shall review and update the parameters used in the input files based on information obtained from the household travel behavior survey and on data used in other urbanized areas of similar size within Florida. The CONSULTANT shall coordinate this task with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Regional Transit System and the Florida Department of Transportation.

### 3.8 TECHNICAL REPORT 3

The CONSULTANT shall document completion of Task 3 in Technical Report 3.

## TASK 4 - MODEL UPDATE AND VALIDATION

The purpose of this task is to update, validate and calibrate the 2020 Base Year Model with 2020 traffic counts and transit ridership figures. The CONSULTANT shall use the Gainesville Urbanized Area model developed by the Florida Department of Transportation and shall follow the process outlined below for the validation/updating and calibration purposes.

The end product of this task shall be a validated travel demand model capable of forecasting and evaluating future travel demand for alternative highway and transit networks using PTV Visum four-step as the primary Florida Standard Urban Transportation Modeling Structure engine. The entire validation process shall be documented in Technical Report 4 and shall include a summation of each of the related technical memoranda.

The CONSULTANT shall document the completion of each task in the Technical report. Documentation shall include flow charts, a step-by-step procedural guide for the complete model set and identification of all parameters specific to the Gainesville Urbanized Area Transportation System travel model. Details shall be provided describing key decisions and conclusions from each step of the process, including trip generation, trip distribution, mode-split and traffic assignment to completion.

The acceptable or tolerable range/limits for the various parameters generated in the model validation procedures that follow shall be those established by the Florida Department of Transportation and Federal Highway Administration.

### 4.1 VALIDATE EXTERNAL TRIPS

The CONSULTANT shall review and, if necessary, update the Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files developed for the last plan update.

4.1.1 The CONSULTANT shall perform a Base Year assignment using Year 2020 Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files. Results of this model run shall be reviewed by the CONSULTANT to compare the volume/count ratio on the cordon line capturing the links connecting the external stations to actual counts.

4.1.2 The CONSULTANT shall compare the projected 2050 volumes at the external stations with the growth rates of the adjacent counties, as well as the historic growth rate at the count stations. Adjustments to the Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files shall be made as necessary.

### 4.2 VALIDATE THE TRIP GENERATION MODEL

The CONSULTANT shall review and, if necessary, update the input files developed for the last plan update. All revisions shall be documented in the Technical Report.

4.2.1 Based on the results of the distribution and assignment process, the CONSULTANT shall identify the special generators. The output of the Trip Generation Model shall be analyzed at the traffic analysis zone level.

At the traffic analysis zone level, the CONSULTANT shall review the total number of productions and attractions generated by the Year 2050 Model to ensure a proper zone size and trip range per zone.

4.2.2 At the County level, the CONSULTANT shall conduct an analysis to ensure a direct correlation between land use and the relative number of productions and attractions. The total number of unadjusted attractions relative to the total number of adjusted attractions/productions shall be compared with the Institute of Transportation Engineers ratios and other national ratios, as well as the percentage of total trips, by purpose, of the total number of trips produced.

4.2.3 The statistical information provided as part of the Trip Generation Model output, such as total permanent population, total number of employees, number of dwelling units and truck generation by class, shall be checked against Census information and local data. In addition, all ratios, such as number of persons per dwelling unit, shall be checked against national ratios. Any major deviations from the above mentioned totals and/or ratios shall be traced back to the Zonal Data One (ZDATA1) and/or Zonal Data Two (ZDATA2) file(s) and researched, corrected and/or documented in the Technical Report.

#### 4.3 VALIDATE THE TRANSIT PATH BUILDING MODEL

The CONSULTANT shall review all of the traffic analysis zones reported in the output file as not having access to transit. These traffic analysis zones shall be double checked against the transit ridership information obtained by the CONSULTANT.

4.3.1 All transfer fares, transfer points, maximum and minimum limits on all parameters, such as waiting time, transfer time, walking distances, allowed mode transfers, park-and-ride connections and walk network connections, shall also be checked.

4.3.2 The CONSULTANT shall correct all errors in the morning and Midday Routecards and input files. All identified errors shall be corrected and documented in the Technical Report. Further corrections may be necessary after the transit and highway assignments have been run.

#### 4.4 VALIDATE THE TRIP DISTRIBUTION MODEL

The CONSULTANT shall validate the trip distribution model. This process shall be documented in the Technical Report and identify major revisions to model input files necessary to meet the identified minimum thresholds.

4.4.1 The CONSULTANT shall review and document the percentage of intrazonal trips and identify traffic analysis zones in which the intrazonal trip purpose exceeds the five percent threshold. If there are purposes that exceed this threshold, the CONSULTANT shall analyze the trip distribution patterns at the traffic analysis zone level.

4.4.2 The CONSULTANT shall summarize the output of the Distribution Model at the County level in order to identify the origin-destination pairs. This summary shall be checked for consistency with the land use in each traffic analysis zone.

4.4.3 The CONSULTANT shall review the assigned volumes on the links adjacent to special generators and check them against existing counts. Based on the magnitude of difference, the assignment shall be iteratively adjusted by adding or subtracting trips from the special generator in the Zonal Data Three (ZDATA3) file.

- 4.4.4 Once the Zonal Data Three (ZDATA3) file is adjusted, the CONSULTANT shall check the volume/count ratio on all screenlines, cut lines and cordon lines. In addition, the volume/count ratios within all matrices shall be checked for all facility and area types using the standard procedures and ratios and ranges prescribed by the Florida Department of Transportation and the Federal Highway Administration.

The CONSULTANT shall then make all necessary adjustments to all network and/or data files to obtain a proper distribution as outlined in the Florida Standard Urban Transportation Modeling Structure documentation. All adjustments made to obtain a proper distribution shall be documented in the Technical Report.

#### 4.5 VALIDATE THE MODE CHOICE MODEL

- 4.5.1 The CONSULTANT shall validate a mode choice model that shall be capable of accurately dividing the generated trips among the different modes. This process shall accommodate the existing modes that include local bus, express bus, bus rapid transit and any additional modes that might need to be tested for the future networks.
- 4.5.2 The CONSULTANT shall review the auto occupancy factors, as well as the mode choice coefficients, making the necessary corrections to obtain a proper mode choice model using the standard procedures prescribed by the Florida Department of Transportation and the Federal Highway Administration. The process to obtain the mode choice coefficients, as well as a comparison with the variables used in the last plan update, shall be documented in the Technical Report.
- 4.5.3 The CONSULTANT shall use the data from the household travel behavior survey conducted in Year 2017 by the Florida Department of Transportation to obtain coefficients related to the attractiveness of additional future transit modes. The information obtained in the survey regarding sample size, adjustment factors and the methodology used to obtain mode choice information shall also be documented in the Technical Report.

#### 4.6 VALIDATE THE TRANSIT ASSIGNMENT MODEL

- 4.6.1 The CONSULTANT shall be responsible for analyzing all transit-related data and making the necessary corrections to all the data files in order to obtain a proper transit assignment as provided for in the report entitled *New Florida Standard Urban Transportation Modeling Transit Modeling Framework*, updated March 26, 2010. Data developed for the Regional Transit System Transit Development Plan shall be used where appropriate.
- 4.6.2 The CONSULTANT shall summarize the number of trips assigned to the transit network and compare the results to the ridership data for the AM and Midday networks. The CONSULTANT shall review the total trips assigned, the total trips assigned by mode, the total trips assigned by corridor, the total number of transfers and the total number of transfers by mode. In addition, transit operating characteristics, such as average speed by mode, number of vehicles, total fare collected and other level of service information as provided in the output of the Transit Assignment Model, shall be reviewed and summarized.
- 4.6.3 The CONSULTANT shall document the procedures used in adjusting the Transit Assignment Model and all results in a Technical Report.

#### 4.7 VALIDATE THE HIGHWAY ASSIGNMENT MODEL

- 4.7.1 The CONSULTANT shall validate the highway assignment model using the current standard Florida Standard Urban Transportation Modeling Structure procedure. The CONSULTANT shall be responsible for all necessary corrections that need to be made to the data and network files in order to obtain a proper highway assignment as prescribed in Florida Department of Transportation and Federal Highway Administration documentation.
- 4.7.2 The CONSULTANT shall check the highway assignment against the actual ground counts throughout the highway network and check the accuracy of the highway assignment against the volume/count ratios grouped by facility type, area type, vehicle miles traveled, vehicle hours traveled and heavy vehicle factors.

The CONSULTANT shall refer to the existing documentation for allowable percentage of deviation of assignment versus count and compare to model results. If necessary, corrections to the appropriate files shall be made to obtain a proper assignment, consistent with the parameters defined by the Florida Department of Transportation and the Federal Highway Administration.

- 4.7.3 The CONSULTANT shall ensure accurate assignment of transit trips. The methodology used to achieve accurate assignment of transit trips shall first be reviewed and approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Florida Department of Transportation and documented in the Technical Report.
- 4.7.4 The CONSULTANT shall run color coded plots listing the volume/count ratios by link so that it can be reviewed for errors. The plots shall be color coded in four groups, as follows: less than 0.50, 0.51 to 0.85, 0.86 to 1.0 and over 1.0. If discrepancies are found in a particular area, and/or along certain corridors, the network shall be checked for errors, such as loadings of centroid connectors, possible errors in the Turn Prohibitor file and zonal data (ZDATA) file errors. The CONSULTANT shall make all necessary corrections to obtain a proper assignment.

#### 4.8 FINAL MODEL VALIDATION

- 4.8.1 The CONSULTANT shall perform a highway only run using the base year network and the socioeconomic dataset for Year 2050.
- 4.8.2 The CONSULTANT shall summarize the trip generation and distribution outputs and compare them with the Base Year 2020 socioeconomic data. The results of the assignment for Year 2050 runs shall also be summarized using the evaluation program included as part of Florida Standard Urban Transportation Modeling Structure. Screenline projections, Base Year counts and historic growth rates shall also be compared.
- 4.8.3 The CONSULTANT shall review the model output data with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Florida Department of Transportation pointing out any inconsistencies or errors in the socioeconomic data. The results of this analysis shall be documented in the Technical Report.
- 4.8.4 The CONSULTANT shall also perform a transit only validation of the model (highway and transit).



#### 4.9 GAINESVILLE URBANIZED AREA TRANSPORTATION MODEL TRANSIT PROCEDURE TECHNICAL REPORT

The CONSULTANT shall develop the Technical Report for the Gainesville Urbanized Area Transportation System model transit procedure. The main purpose of this documentation is to describe any non-standard Florida Standard Urban Transportation Modeling Structure procedures used in the Gainesville Urbanized Area Transportation System model transit procedure. The CONSULTANT shall also provide descriptions on some standard Florida Standard Urban Transportation Modeling Structure executable files, input files and output files as necessary. The CONSULTANT shall incorporate the new Public Transit procedures noted in the documents entitled *Florida Standard Urban Transportation Modeling Structure Transit Modeling Framework*, updated March 26, 2010.

4.9.1 The consultant shall prepare the Technical Report to describe the Gainesville Urbanized Area Transportation System transit model. The Technical Report shall include flow charts of Gainesville Urbanized Area Transportation System transit model, descriptions of all special executable files and descriptions of all special input and output files.

4.9.2 All executable files (includes both standard Florida Standard Urban Transportation Modeling Structure executables and non-standard Florida Standard Urban Transportation Modeling Structure executables) shall be included in the flow charts and all input and output files shall also be included in the flow charts.

4.9.3 For each of the nonstandard Florida Standard Urban Transportation Modeling Structure executable files, the CONSULTANT shall describe the function of the file, the purpose it serves in the process and required input and output files. All variables and parameters and their data format shall be described.

#### 4.10 TECHNICAL REPORT 4

The CONSULTANT is responsible for documenting all activities related to the completion of Task 4 in Technical Report 4.

## TASK 5 - YEAR 2050 TRANSPORTATION NEEDS PLAN AND COST FEASIBLE PLAN

The purpose of this task is to develop a long-range transportation plan that identifies facilities (including major roadways, transit, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, public ports, intercity bus operators, employer-based commuting programs, nonmotorized transportation facilities and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. In addition, the long-range transportation plan shall preserve the existing transportation infrastructure, enhance economic competitiveness, improve travel choices to ensure mobility and integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions.

The long-range transportation plan shall include the projected transportation demand in the planning area, the existing and proposed transportation facilities that function as an integrated system, operational and management strategies, consideration of the results of the latest available *Mobility Plan, Gainesville Metropolitan Area, Congestion Management Process* (Congestion Management Plan), strategies to preserve the existing and projected future transportation infrastructure, pedestrian and bicycle facilities, transportation and transit enhancement activities and regionally significant projects.

A regionally significant project is defined as a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area transportation network. At a minimum, this includes all principal arterial highways, all fixed guideway transit facilities and other transit facilities that offer a significant alternative to regional highway travel.

The first step in this process shall be the development of the existing plus committed (E+C) network and project list. Projects included in this list shall be developed from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program and the annual budgets of Alachua County and the City of Gainesville.

The second step in this process shall be development of a Year 2050 Long-Range Transportation Needs Plan that identifies highway and transit system modifications in response to model projected demands. In addition, this step shall include identification of needed:

- bicycle facility modifications based on implementation of the Alachua Countywide Bicycle Master Plan;
- pedestrian facility modifications based on the Alachua County and City of Gainesville comprehensive plans; and
- intelligent transportation system modifications based on City of Gainesville Traffic Operations recommendations.

The Year 2050 Long-Range Transportation Needs Plan shall include narrative descriptions of the major and more significant projects in the Plan. Any preliminary engineering studies and National Environmental Policy Act phases shall also be included in the long-range transportation plan.

## 5.1 NETWORK CODING, EDITING AND DEBUGGING

The CONSULTANT shall be responsible for the coding, review, editing and debugging of all networks leading to an adopted Year 2050 Long-Range Transportation Cost Feasible Plan. These networks shall include the Year 2012 Existing Plus Committed Network and the Year 2050 Long-Range Transportation Needs Plans and the Year 2050 Long-Range Transportation Cost Feasible Plan.

## 5.2 DEVELOPMENT OF THE EXISTING PLUS COMMITTED NETWORK

5.2.1 The Existing Plus Committed Network shall be developed by the CONSULTANT by coding all projects committed for construction to the Base Year Networks.

5.2.2 The CONSULTANT shall also review the Regional Transit System Transit Development Plan for transit related ridership and operational information.

5.2.3 Only projects for which federal, state, local or private funding for construction, or for the acquisition of right-of-way (and assumed to be completed and open to traffic in 2024), shall be identified and included in the Existing Plus Committed Network.

5.2.4 The CONSULTANT shall make an "all or nothing" assignment to the Existing Plus Committed Network and include a Year 2050 Trip Table to determine the deficiencies on the highway and transit networks that shall occur by the Year 2050.

## 5.3 DEVELOPMENT OF THE YEAR 2050 LONG-RANGE TRANSPORTATION NEEDS PLAN

5.3.1 The CONSULTANT shall use the following information to develop the Year 2050 Long-Range Transportation Needs Plan

A. the adopted Cost Feasible Plan identified in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted Year 2045 Long-Range Transportation Plan;

B. the Mobility Plan- Gainesville Metropolitan Area Congestion Management Process (to identify problem areas to be addressed); and

C. the adopted Regional Transit System Transit Development Plan.

5.3.2 The CONSULTANT shall further develop the Year 2050 Long-Range Transportation Needs Plan by testing multi-modal alternatives to satisfy person and freight travel demand deficiencies.

5.3.3 Three (3) alternative solutions to transportation deficiencies shall be developed as discussed in Sections 6.1.1 through 6.1.6. These alternatives shall consider the Vision Statement and the Goals and Objectives of this Update.

## 5.4 TECHNICAL REPORT 6

5.4.1 The identification, evaluation and selection of the Year 2050 Long-Range Transportation Needs Plan shall be documented in Technical Report 5.

## TASK 6 - YEAR 2050 LONG-RANGE TRANSPORTATION PRELIMINARY AND CONSTRAINED NEEDS PLAN

### 6.1 DEVELOPMENT OF THE YEAR 2050 LONG-RANGE TRANSPORTATION PRELIMINARY AND CONSTRAINED NEEDS PLAN

- 6.1.1 A Year 2050 Long-Range Transportation Preliminary Needs Plan shall be developed by running 2050 zonal data (ZDATA) with the 2024 Existing Plus Committed Network and identifying facilities with a volume/capacity ratio of 0.9 or greater. The CONSULTANT and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall review the facilities identified during this task. At the option of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the CONSULTANT shall use National Cooperative Highway Research Program- 255 to smooth and adjust the travel demand outputs for identified facilities as necessary.
- 6.1.2 A Constrained Needs Plan shall be developed by identifying facilities in the Year 2050 Long-Range Transportation Preliminary Needs Plan which cannot be modified for any of the following reasons:
- A. The impact widening of the road would have on the community;
  - B. The geography or development of the area causes a project to be too difficult or expensive;
  - C. The road is already as wide as allowed by state or local policies;
  - D. The potential impact to a designated historic district; or
  - E. The potential impact on environmentally sensitive lands.

Constrained facilities shall be eliminated from the Year 2050 Long-Range Transportation Needs Plan prior to the development of subsequent alternatives.

- 6.1.3 One alternative network, New Corridor Emphasis, shall be created that includes a mix of highway and transit solutions, but shall primarily focus on new roadways and new transit service. This includes modifications that expand the grid network of roadways and expansion of transit service to the west and northwest portions of the study area.
- 6.1.4 A second alternative network, Existing Corridors Emphasis, shall be created that includes a mix of highway and transit solutions, but shall primarily focus on widening existing roadways and providing additional service on existing transit routes.
- 6.1.5 The CONSULTANT shall facilitate a public workshop on the two alternative solutions in order to gather broad-based input on proposed alternative modifications that may be used to develop the third alternative and also included in the Year 2050 Long-Range Transportation Needs Plan.
- 6.1.6 A third alternative network shall be created that includes a combination of effective approaches identified in the previous two tasks. This hybrid alternative shall also consider innovative demand management techniques, such as congestion pricing, high occupancy vehicle lanes, park-and-ride facilities and ridesharing programs.

- 6.1.7 In all three (3) alternative networks discussed in the preceding sections, the CONSULTANT shall address non-motorized activity in the model from the adopted Gainesville Urbanized Area Year 2045 Long-Range Transportation Plan Update as well as micro mobility. This information shall be validated using bicycle and pedestrian counts taken by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the University of Florida.
- 6.1.8 The CONSULTANT shall incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into the long-range transportation plan. These measures shall assess the effectiveness of the long-range transportation plan in increasing system performance. The CONSULTANT will obtain approval from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area of all performance measures that will be used in the long-range transportation plan.
- 6.1.9 The CONSULTANT shall employ context sensitive solutions for appropriate transportation corridors by using a collaborative approach that involves all stakeholders to identify needed transportation projects that preserve and enhance scenic, aesthetic, historic, community and environmental resources, while improving or maintaining safety, mobility and infrastructure conditions.
- 6.1.10 The CONSULTANT shall identify projects to include in the Year 2050 Long-Range Transportation Needs Plan that enhance intermodal connections between alternative modes of travel, such as automobile, bus rapid transit, streetcar, bicycle and pedestrian. In addition, the CONSULTANT shall identify transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, including micro mobility, and associated transit modifications.
- 6.1.11 The CONSULTANT shall coordinate the development of the Year 2050 Long-Range Transportation Needs Plan process, including selection of the final Year 2050 Needs Plan, with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The criteria by which the alternative needs plans shall be evaluated shall include:
- A. Those listed in the Urban Transportation Planning Model Update-Phase II, Task D, Develop Standard System Evaluation Model, and Task J, Transit Evaluation, as amended and other appropriate technical publications;
  - B. Requirements of Infrastructure Investment and Jobs Act and appropriate rules issued by Federal Highway Administration and Federal Transit Administration; and
  - C. The Vision Statement and the Goals and Objectives established for this Study and documented in Technical Report 1.
- 6.1.12 Analysis of the Year 2050 Long-Range Transportation Needs Plan shall include sufficient information to understand the composition of the identified need. The CONSULTANT shall include an estimate of unfunded needs plan costs in base year dollars in the adopted long-range transportation plan. Estimated needs shall be reported by mode. The CONSULTANT shall confer with public transportation operators in developing estimates of funds involving public transportation services and/or facilities

- 6.1.13 The Year 2050 Long-Range Transportation Needs Plan shall include only transportation projects that are necessary to meet identified future transportation demand and advances the goals, objectives and policies of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the region and the state. Cost shall be given significant consideration when choosing among various alternatives (mode or alignment) to meet an identified need. Compelling policy or practical reasons for selecting alternatives that exceed the identified transportation need may include increasing the availability of premium transit options, overwhelming environmental benefit or the need to use compatible technology to expand an existing transportation asset.
- 6.1.14 The CONSULTANT will produce Purpose and Need statements and GIS shape files for major transportation or regionally significant capacity projects (including specific transit/Bus Rapid Transit alignment projects identified in the Year 2050 Long-Range Transportation Needs Plan. The CONSULTANT is responsible for coordinating this effort with the Project Manager and the Florida Department of Transportation to ensure the projects are entered into the Efficient Transportation Decision Making Process data base system.
- 6.1.15 Presentation materials, including graphics and support documentation for the Year 2050 Long-Range Transportation Needs Plan Alternatives, shall be prepared by the CONSULTANT and presented to the Citizens Advisory Committee and the Technical Advisory Committee.
- 6.1.16 A proposed Year 2050 Long-Range Transportation Needs Plan shall be developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for presentation at a public hearing.
- 6.1.17 The CONSULTANT shall present the proposed Year 2050 Long-Range Transportation Needs Plan at the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area public hearing and include a discussion of the process by which the plan was developed.

The CONSULTANT shall prepare presentation materials that shall include graphics, visual aids and handout materials. The CONSULTANT shall be responsible for preparing a transcript of the public hearing.

- 6.1.18 The CONSULTANT shall be responsible for meeting all of the Efficient Transportation Decision Making requirements identified in Sections 4.5.3 and 4.5.4 of the *Metropolitan Planning Organization Program Management Handbook*.
- 6.2 RANKING OF PROJECTS AND PROGRAMS IN THE YEAR 2050 LONG-RANGE TRANSPORTATION NEEDS PLAN
- 6.2.1 The CONSULTANT shall develop a methodology to rank projects and programs in the Year 2050 Long-Range Transportation Needs Plan and shall coordinate the ranking process with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Florida Department of Transportation. All projects and programs included in the adopted Year 2050 Long-Range Transportation Needs Plan shall be ranked based on the following criteria:

- A. Output from the Congestion Management System;
- B. Existing level of service;

- C. Safety rankings that consider historic crash data, ability to manage traffic as an incoming emergency evacuation route from coastal counties and compatibility to non-motorized travel;
- D. Consistency with the long-range transportation plan vision statement and the goals and objectives established through the public involvement process;
- E. Forecast travel demand for the Year 2050;
- F. Cost estimates and the scheduled availability of funding;
- G. Assessment of the distribution of social, cultural and environmental benefits and adverse impacts of proposed long-range transportation plan projects on various socioeconomic groups;
- H. Economic development opportunities; and
- I. Equity consideration in accordance with Federal Highway Administration guidance.

6.2.2 The CONSULTANT shall prepare and distribute a list of the project rankings to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval. This list shall include project rank, as well as the ranking factors, for each proposed project. Any modifications made by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall be incorporated into the Adopted Year 2050 Long-Range Transportation Needs Plan.

6.2.3 The CONSULTANT shall facilitate a public workshop on the adopted Year 2050 Long-Range Transportation Needs Plan in order to gather broad-based input on proposed Needs Plan modifications for the development of the Year 2050 Long-Range Transportation Cost Feasible Plan.

### 6.3 INCORPORATING SAFETY INTO LONG-RANGE TRANSPORTATION PLANNING

The CONSULTANT shall test the theoretical framework of the *2008 NCHRP Report 546: Incorporating Safety into Long-Range Transportation Planning*. This includes developing and employing techniques, tactics and strategies that institutionalize safety as a decision and planning factor in accordance with Vision Zero principles. In addition, the CONSULTANT shall: develop implementation steps to institutionalize safety within the long-range planning process; identify and address policy, including Vision Zero, as well as, fiscal and other constraints; and develop a list of action steps, or an implementation plan, for increasing the explicit considerations of safety in the long-range transportation planning products. The implementation steps shall recognize the Safety Performance Measure Target Zero for fatalities and serious injuries and consistency and coordination with the Florida Department of Transportation Highway Safety Improvement Plan and the City of Gainesville Vision Zero Action Plan.

### 6.4 TECHNICAL REPORT 6

The identification, evaluation and selection of the Year 2050 Long-Range Transportation Preliminary and Constrained Needs Plan, all Needs Plan Alternatives and the Year 2050 Long-Range Transportation Needs Plan ranking shall be documented in Technical Report 6.

## TASK 7 - DEVELOPMENT OF THE YEAR 2050 LONG-RANGE TRANSPORTATION COST FEASIBLE PLAN

Upon the approval of the Year 2050 Long-Range Transportation Needs Plan by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the proposed Year 2050 Long-Range Transportation Cost Feasible Plan shall be developed based on the financial resources identified in Task 2.9 and the cost analysis undertaken in Task 5.4. The CONSULTANT shall use evaluation criteria established earlier as a basis for ranking projects to be considered in the Cost Feasible Plan.

The CONSULTANT shall include an estimate of the cost of all projects and all phases, regardless of mode, in year of expenditure dollars. The CONSULTANT shall use Florida Department of Transportation adopted estimates of inflation to adjust costs from present day costs to year of expenditure costs. The CONSULTANT shall also clearly state in the proposed Year 2050 Long-Range Transportation Cost Feasible Plan the costs of operating and maintaining the existing and future transportation system.

Based upon this process, the CONSULTANT shall develop three Alternative Cost Feasible Plan Scenarios that shall establish the basis for identifying a final Year 2050 Long-Range Transportation Cost Feasible Plan. These scenarios shall be based on prior input received from the public and shall represent three unique proposals to address transportation system needs through the Year 2050. According to Federal Highway Administration and Florida Department of Transportation guidelines, the Year 2050 Long-Range Transportation Cost Feasible Plan must be the final plan adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The development of the Year 2050 Long-Range Transportation Cost Feasible Plan shall be documented in Technical Report 7.

A Year 2050 Long-Range Transportation Cost Feasible Plan shall also be developed by ranking projects and eliminating those for which financial resources cannot be identified. This plan shall build upon the Needs Plan to select a list of projects that can be funded with available revenue sources.

The Year 2050 Long-Range Transportation Cost Feasible Plan shall include narrative descriptions of the major and more significant projects in the Plan. Any preliminary engineering studies and National Environmental Policy Act phases shall also be included in the long-range transportation plan.

The Technical Report shall document completion of each task.

### 7.1 DEVELOPMENT OF THE YEAR 2050 LONG-RANGE TRANSPORTATION COST FEASIBLE PLAN

The CONSULTANT shall use the following information to develop the Year 2050 Long-Range Transportation Cost Feasible Plan:

- 7.1.1 The CONSULTANT shall evaluate the effectiveness of the proposed Year 2050 Long-Range Transportation Cost Feasible Plan by comparing it with the Year 2050 Long-Range Transportation Needs Plan using the evaluation criteria established and documented in Technical Report 6. This evaluation shall include an impact analysis and identification of transportation programs/projects included in the Year 2050 Long-Range Transportation Needs Plan, for which there is no funding and eliminated in the Year 2050 Long-Range Transportation Cost Feasible Plan.
- 7.1.2 The CONSULTANT shall identify those projects which would allow the proposed Year 2050 Long-Range Transportation Cost Feasible Plan to accomplish the vision statement and the goals and objectives identified in Technical Report 6, but cannot be included because of their costs.



- 7.1.3 The CONSULTANT shall review the alternative funding sources identified in Technical Report 2 as a possible funding source(s) and make appropriate recommendations. Should any of these alternative sources be recommended to fund projects in the Cost Feasible Plan, strategies to ensure availability of these funds shall be included in the Year 2050 Long-Range Transportation Cost Feasible Plan. These strategies shall include a plan of action describing the steps necessary to enact the proposed revenue sources and a discussion of past successes or failures to secure similar funding sources, as appropriate.
- 7.1.4 The CONSULTANT shall collect adequate safety data in order to develop a Safety Element as part of the proposed Year 2050 Long-Range Transportation Cost Feasible Plan. As required in 23 Code of Federal Regulations 450.322, the Safety Element shall incorporate or summarize the priorities, goals, countermeasures or projects contained in the Strategic Highway Safety Plan required under 23 United States Code 148, and the Regional Transit System Public Transportation Agency Safety Plan as well as (as appropriate) and safeguard the personal security of all motorized and non-motorized users. The Safety Element shall also incorporate emergency relief and disaster preparedness plans and strategies and policies that support homeland security and established incident management plans (if there is one with local authorities).
- 7.1.5 As required by Infrastructure Investment and Jobs Act, the CONSULTANT shall consider the following ten planning factors in developing the Year 2050 Long-Range Transportation Cost Feasible Plan:
- A. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
  - B. increase the safety of the transportation system for motorized and nonmotorized users;
  - C. increase the security of the transportation system for motorized and nonmotorized users;
  - D. increase the accessibility and mobility of people and for freight;
  - E. protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  - F. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - G. promote efficient system management and operation;
  - H. emphasize the preservation of the existing transportation system;
  - I. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
  - J. Enhance travel and tourism.
- 7.1.6 The CONSULTANT shall develop strategies for the proposed Year 2050 Long-Range Transportation Cost Feasible Plan that adequately address operations and management for both the transit and highway network. This shall include the development of performance measures for transportation systems operations and management, with the focus on mobility and safety.

7.1.7 The CONSULTANT shall ensure that the proposed Year 2050 Long-Range Transportation Cost Feasible Plan includes both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe efficient movement of people and goods in addressing current and future transportation demand.

7.1.8 The CONSULTANT shall also ensure that the proposed Year 2050 Long-Range Transportation Cost Feasible Plan includes the following as required by Infrastructure Investment and Jobs Act, 23 Code of Federal Regulations 450.322 and Florida Statutes 339.175:

1. The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
2. Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions, including Strategic Intermodal System and Transportation Regional Incentive Program facilities, over the period of the transportation plan;
3. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
4. Assessment of capital investment and other strategies necessary to:
  - Preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs and reduce the vulnerability of the existing transportation infrastructure to natural disasters, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and
  - Make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods.

The long-range transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area transportation system;

5. All proposed modifications shall be described in sufficient detail to develop cost estimates;
6. A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the proposed Year 2050 Long-Range Transportation Cost Feasible Plan;
7. Pedestrian walkway and bicycle transportation facilities scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising;
8. Consideration of strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse emissions; and

9. Comparison of the proposed Year 2050 Long-Range Transportation Cost Feasible Plan to the State conservation plans and maps or inventories of natural resources.

- 7.1.9 The CONSULTANT shall include in the long-range transportation plan performance measures and targets and a system performance report and shall integrate other performance based plans, if any, in the long-range transportation plan either directly or by reference. This material shall describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets.
- 7.1.10 The CONSULTANT shall develop a matrix that shows the consistency between each Cost Feasible Plan project and the Vision Statement, Goals, Objectives and Policies.
- 7.1.11 The adopted Year 2050 Long-Range Transportation Cost Feasible Plan shall use Fiscal Year 2019/2020 as the base fiscal year and Fiscal Year 2049/2050 as the horizon fiscal year. The CONSULTANT shall show all the projects and project funding for the entire time period covered by the Cost Feasible Plan, from the base year to the horizon year.
- 7.1.12 Year 2050 Long-Range Transportation Cost Feasible Plan cost estimates shall be provided for the operations and maintenance activities for the entire timeframe of the long-range transportation plan. System level estimates for operations and maintenance costs shall be shown for each of the five-year cost bands. System level is interpreted to mean the system within the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area planning area boundary.

Local agencies shall provide cost estimates for locally-maintained facilities covered in the Year 2050 Long-Range Transportation Cost Feasible Plan. The Florida Department of Transportation shall provide cost estimates for the state-maintained facilities covered in the Cost Feasible Plan. System level estimates at the Florida Department of Transportation District level are acceptable for the state-maintained facilities.

The Year 2050 Long-Range Transportation Cost Feasible Plan shall also identify the general source of funding for the operations and maintenance activities. Since operations and maintenance costs and related revenues are not available to balance the fiscal constraint of capital investment projects, a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects shall be shown in order to demonstrate fiscal constraint.

- 7.1.13 For total project costs, all phases of a project shall be described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented. Any project which will go beyond the horizon year of the long-range transportation plan shall include an explanation of the project elements beyond the horizon year and what phases/work will be performed beyond the horizon year of the plan. The costs of work and phases beyond the horizon year of the plan shall be estimated using year of expenditure methodologies and the estimated completion date may be described as a band (i.e. construction expected 2050-2055, \$40 million). If there is more than one phase remaining to be funded, these may be shown as a combined line item for the project (i.e. right-of-way/construction expected 2050-2060, \$50 million). This paragraph does not apply to routine system preservation or maintenance activities. Total project costs shall be shown for capacity expansion projects and for regionally significant projects.

- 7.1.14 The CONSULTANT shall ensure that the projects in the proposed Year 2050 Long-Range Transportation Cost Feasible Plan are listed in five-year band increments (based upon year of need). Estimates shall be summarized for the following year periods- 2025-2026, 2026-2030, 2031-2035, 2036-2040, 2041-2045 and 2046-2050.
- 7.1.15 Revenues to support the costs associated with the work/phase shall be demonstrated. For a project to be included in the Year 2050 Long-Range Transportation Cost Feasible Plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment phase) must be included.

The phases to be shown in the Year 2050 Long-Range Transportation Cost Feasible Plan include preliminary engineering, right-of-way and construction (project development and environment and design phases may be combined into preliminary engineering). Boxed funds can be used as appropriate to finance projects. However, the individual projects using the box shall be listed, or at a minimum, shall be described in bulk in the Cost Feasible Plan (i.e. project development and environment for projects in Years 2026-2030).

- 7.1.16 Federal and state participation on projects in the Year 2050 Long-Range Transportation Cost Feasible Plan can be shown as a combined source for Cost Feasible Plan projects. Projects within the first ten years of the Cost Feasible Plan shall be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten-year period, specific federal funding notation is not required. Project funding, however, must be clearly labeled as a combined Federal/State source in the Year 2050 Long-Range Transportation Cost Feasible Plan.
- 7.1.17 For highway projects, the Year 2050 Long-Range Transportation Cost Feasible Plan shall describe the types of potential environmental mitigation activities and opportunities which are developed in consultation with federal and state wildlife, land management and regulatory agencies. This description shall occur at more of a system-wide level to identify areas where mitigation may be undertaken and what kinds of mitigation strategies, policies and/or programs may be used.

This description in the Year 2050 Long-Range Transportation Cost Feasible Plan shall identify broader environmental mitigation needs and opportunities of which individual transportation projects might later take advantage. The use of Efficient Transportation Decision Making alone is not environmental mitigation. The Efficient Transportation Decision Making effort is considered to be project screening and not a system-wide review. Documentation of the consultation with the relevant agencies shall be provided by the CONSULTANT.

For transit capital projects in the Year 2050 Long-Range Transportation Cost Feasible Plan, transit environmental benefits like reduction in single occupancy vehicle trips and vehicle miles traveled, reduction in greenhouse gases, pedestrian and bicycle linkages, transit oriented/compact development (which is more walkable) shall be stated within the broad parameters in the Year 2050 Long-Range Transportation Cost Feasible Plan. Preliminary engineering, final design, right-of-way, utility relocation and construction for transit capital projects shall be listed in the Year 2050 Long-Range Transportation Cost Feasible Plan.

- 7.1.18 For regionally significant projects in the Year 2050 Long-Range Transportation Cost Feasible Plan, the CONSULTANT shall include a purpose and need statement for the project. This purpose and need statement shall identify the rationale as to why the project warranted inclusion in the Cost Feasible Plan.

- 7.1.19 The CONSULTANT shall ensure that the Year 2050 Long-Range Transportation Cost Feasible Plan document is prepared in a manner that balances length, clarity and graphics to create a succinct, specific and attractive document that relays a distinct vision and plan in a user-friendly way.
- 7.1.20 The CONSULTANT shall prepare procedures which document how modifications to the long-range transportation plan are addressed after adoption. The procedures shall specifically explain what qualifies as a modification as opposed to an amendment. These procedures shall be included as part of the long-range transportation plan.
- 7.2 APPROVAL OF THE YEAR 2050 LONG-RANGE TRANSPORTATION COST FEASIBLE PLAN

The culmination of the long-range transportation plan process is the adoption of a fiscally constrained long-range transportation plan. This plan is a list of bicycle, highway, pedestrian and transit projects consisting of those modifications deemed most needed to address deficiencies in the transportation system, while also being financially feasible.

- 7.2.1 As soon as the proposed Year 2050 Long-Range Transportation Cost Feasible Plan is developed and reviewed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Citizens Advisory Committee, Technical Advisory Committee and Bicycle/Pedestrian Advisory Board, the CONSULTANT shall present the proposed Year 2050 Long-Range Transportation Cost Feasible Plan to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area at a public hearing.
- 7.2.2 The CONSULTANT shall ensure that the financial plan demonstrates how the adopted transportation plan can be implemented.
- 7.2.3 The CONSULTANT shall include an estimate of unfunded costs in base year dollars in the adopted long-range transportation plan.
- 7.2.4 The CONSULTANT shall present the proposed Year 2050 Long-Range Transportation Cost Feasible Plan at the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area public hearing and include a discussion of the process by which the plan was developed. The CONSULTANT shall prepare presentation materials that include graphics, visual aids and handout materials. The CONSULTANT shall be responsible for preparing a transcript of the public hearing.
- 7.2.5 The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall adopt the final Year 2050 Long-Range Transportation Cost Feasible Plan with such additional modifications as deemed appropriate. The adopted Year 2050 Long-Range Transportation Cost Feasible Plan shall be included in all supporting analyses, including all Geographic Information System files.
- 7.2.6 The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall send copies of the adopted Year 2050 Long-Range Transportation Cost Feasible Plan to the Governor, the Florida Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

### 7.3 TECHNICAL REPORT 7

The development of the Year 2050 Long-Range Transportation Cost Feasible Plan shall be documented in Technical Report 7. Changes to the Cost Feasible Plan made in response to public comment, committee recommendation(s) or Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area action shall also be documented in this Technical Report.

#### PROJECT TIME LINE

The CONSULTANT shall develop a detailed project time line that identifies the development of each task and the delivery of work products. Additionally, the time line shall include identifiers that represent the approximate date of public presentations and public workshops. The CONSULTANT shall meet monthly with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Project Manager to present work completed, confirm action items for the next work period and provide the Project Manager with a revised detailed project time line if changes are necessary.

In conjunction with its quarterly meeting with the Project Manager, the CONSULTANT shall provide a written monthly status report on the progress of each task being undertaken.

#### REQUIRED DOCUMENTS

The CONSULTANT shall ensure that all final documents are posted online, available for distribution and available through the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area office no later than 90 days after adoption by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The CONSULTANT shall provide to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area one clean, single-sided, full color paper original and Adobe Portable Data File and Microsoft Word electronic versions of materials to be presented:

- at meetings of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Citizens Advisory Committee, Technical Advisory Committee and the Bicycle/Pedestrian Advisory Board;
- at public hearings on the Year 2050 Long-Range Transportation Needs Plan and Year 2050 Long-Range Transportation Cost Feasible Plan;
- at public workshops; and
- on the Year 2050 Long-Range Transportation Plan website.

A copy of all Powerpoint presentations shall be provided to the Project Manager and posted on the Year 2050 Long-Range Transportation Plan website. The Year 2050 Long-Range Transportation Plan website shall include an accommodation to collect public comments.

## TECHNICAL REPORTS

As outlined in preceding sections, technical documentation is required for all tasks. These include Technical Reports for each task. The CONSULTANT shall provide an Adobe Portable Data File (PDF) electronic version draft of the Technical Reports for review by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Subsequent to this review, the CONSULTANT shall include all review comments and provide to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area an Adobe Portable Data File (PDF) and Microsoft Word electronic versions of each final Technical Report.

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**EXHIBIT B**

**REQUIRED FORMS**

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**BID OPPORTUNITY LIST FOR PROFESSIONAL CONSULTANT SERVICES  
AND CONTRACTUAL SERVICES**

Prime Contractor/Prime Consultant: \_\_\_\_\_

Address/Phone Number: \_\_\_\_\_

Procurement Number/Advertisement Number: \_\_\_\_\_

**49 Code of Federal Regulations Part 26.11** The list is intended to be a listing of all firms that are participating, or attempting to participate, on Florida Department of Transportation-assisted contracts. The list must include all firms that bid on prime contracts, or bid or quote subcontracts and supplies materials on Florida Department of Transportation-assisted projects, including both Disadvantaged Business Enterprises (DBE) and non-Disadvantaged Business Enterprises (non-DBE). For consulting companies, this list must include all subconsultants contacting you and expressing an interest in teaming with you on a specific Florida Department of Transportation-assisted project. Prime contractors and consultants must provide information for Numbers 1, 2, 3 and 4, and should provide any information they have available on Numbers 5, 6, 7 and 8 for themselves, and their subcontractors and subconsultants.

1. Federal Tax ID Number: _____	6. <input type="checkbox"/> DBE	8. Annual Gross Receipts
2. Firm Name: _____	<input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than \$1 million
3. Phone: _____		<input type="checkbox"/> Between \$1 - \$5 million
4. Address: _____	7. <input type="checkbox"/> Subcontractor	<input type="checkbox"/> Between \$5 - \$10 million
_____	<input type="checkbox"/> Subconsultant	<input type="checkbox"/> Between \$10 - \$15 million
5. Year Firm Established: _____		<input type="checkbox"/> More than \$15 million

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1. Federal Tax ID Number: _____	6. <input type="checkbox"/> DBE	8. Annual Gross Receipts
2. Firm Name: _____	<input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than \$1 million
3. Phone: _____		<input type="checkbox"/> Between \$1 - \$5 million
4. Address: _____	7. <input type="checkbox"/> Subcontractor	<input type="checkbox"/> Between \$5 - \$10 million
_____	<input type="checkbox"/> Subconsultant	<input type="checkbox"/> Between \$10 - \$15 million
5. Year Firm Established: _____		<input type="checkbox"/> More than \$15 million

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1. Federal Tax ID Number: _____	6. <input type="checkbox"/> DBE	8. Annual Gross Receipts
2. Firm Name: _____	<input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than \$1 million
3. Phone: _____		<input type="checkbox"/> Between \$1 - \$5 million
4. Address: _____	7. <input type="checkbox"/> Subcontractor	<input type="checkbox"/> Between \$5 - \$10 million
_____	<input type="checkbox"/> Subconsultant	<input type="checkbox"/> Between \$10 - \$15 million
5. Year Firm Established: _____		<input type="checkbox"/> More than \$15 million

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1. Federal Tax ID Number: _____	6. <input type="checkbox"/> DBE	8. Annual Gross Receipts
2. Firm Name: _____	<input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than \$1 million
3. Phone: _____		<input type="checkbox"/> Between \$1 - \$5 million
4. Address: _____	7. <input type="checkbox"/> Subcontractor	<input type="checkbox"/> Between \$5 - \$10 million
_____	<input type="checkbox"/> Subconsultant	<input type="checkbox"/> Between \$10 - \$15 million
5. Year Firm Established: _____		<input type="checkbox"/> More than \$15 million

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AS APPLICABLE, PLEASE SUBMIT THIS FORM WITH YOUR:

WRITTEN PROPOSAL

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**CONFLICT OF INTEREST CERTIFICATION  
FOR CONSULTANT/CONTRACTOR**

I certify that I have no present conflict of interest, that I have no knowledge of any conflict of interest that my firm may have, and that I will recuse myself from any capacity of decision making, approval, disapproval or recommendation on any contract if I have a conflict of interest or a potential of interest.

Consultants/Contractors are expected to safeguard their ability to make objective, fair and impartial decisions when performing work for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and therefore may not accept benefits of any sort under circumstances in which it could be inferred by a reasonable observer that the benefit was intended to influence a pending or future decision of theirs, or to reward a past decision. Consultants performing work for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area should avoid any conduct (whether in the context of business, financial or social relationships) which might undermine the public trust, whether or not that conduct is unethical or lends itself to the appearance of ethical impropriety.

I realize that violation of the above mentioned standards could result in the termination of my work for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Contract No./Project Description(s): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Each undersigned individual hereby attests that he/she has no conflicts of interest related to the contract(s) identified above.

Printed Names	Signatures	Date
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY  
AND VOLUNTARY EXCLUSION FOR FEDERAL AID CONTRACTS**  
(Compliance with 49CFR, Section 29.510)  
(Appendix B Certification]

It is certified that neither the below identified firm nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Name of Consultant:

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Authorized Signature

Title: \_\_\_\_\_

Instructions for Certification

1. By signing and submitting this certification with the proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted. If at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms 'covered transaction', 'debarred', 'suspended', 'ineligible', 'lower tier covered transaction', 'participant', 'person', 'primary covered transaction', 'principal', 'proposal', and 'voluntarily excluded', as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the person to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the Department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Appendix B: Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant are not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.

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CERTIFICATION FOR DISCLOSURE OF LOBBYING ACTIVITIES  
ON FEDERAL-AID CONTRACTS  
**(Compliance with 49CFR, Section 20.100 (b))**

The prospective participant certifies, by signing this certification, that to the best of his or her knowledge and belief:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities", in accordance with its instructions. (Standard Form-LLL can be obtained from the Florida Department of Transportation's Professional Services Administrator or Procurement Office.)

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant also agrees by submitting his or her proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

Name of Consultant:

By: \_\_\_\_\_ Date: \_\_\_\_\_ Authorized Signature

Title: \_\_\_\_\_

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## TRUTH-IN-NEGOTIATION CERTIFICATION

For any lump-sum or cost-plus-a fixed-fee professional service contract over \$60,000, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area requires the Consultant to execute this certificate and include it with the submittal of the Written Proposal.

The Consultant hereby certifies that the covenants and warrants, wage rates and other factual unit costs supporting the compensation for this project's contract will be accurate, complete and current at the time of contracting.

The Consultant further agrees that the original contract price, and additions thereto, shall be adjusted to exclude any significant sums by which the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area determines the contract price was increased due to inaccurate, incomplete or non-current wage rates and other factual unit costs. All such contract adjustments shall be made within one (1) year following the end of the contract. For purposes of this certificate, the end of the contract shall be deemed to be the date of final billing or acceptance of the work by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, whichever is later.

\_\_\_\_\_  
Name of Consultant

By:

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Date

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## DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION STATEMENT

**Note:** The Consultant is required to complete the following information and submit this form with the written proposal.

Project Description: \_\_\_\_\_

Consultant Name: \_\_\_\_\_

This consultant (is\_\_\_) (is not\_\_\_) a Florida Department of Transportation certified Disadvantaged Business Enterprise (DBE).

Expected percentage of contract fees to be subcontracted to DBE(s): \_\_\_\_\_%

If the intention is to subcontract a portion of the contract fees to DBE(s), the proposed DBE sub-consultants are as follows:

DBE Sub-Consultants	Type of Work
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

By: \_\_\_\_\_

Title: \_\_\_\_\_

Name of Firm: \_\_\_\_\_

Date: \_\_\_\_\_

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SWORN STATEMENT PURSUANT TO SECTION 287.133c.(A),  
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to  
(Print name of the public entity)

by \_\_\_\_\_ for \_\_\_\_\_  
(Print individual's name and title) (Print name of entity submitting sworn statement)

whose business address is:

\_\_\_\_\_  
\_\_\_\_\_

and (if applicable) its Federal Employer Identification Number is:

\_\_\_\_\_

(If the entity has no Federal Employer Identification Number, include the Social Security Number of the individual signing this sworn statement:

\_\_\_\_\_.)

2. I understand that a (public entity crime as defined in Paragraph 287.133a.(g), Florida Statutes, means a violation of any state and federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods and services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy or material misrepresentation.

3. I understand the convicted or conviction as defined in paragraph 287.133a.(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an affiliate as defined in paragraph 287.133a.(a), Florida Statutes, means:

a. A predecessor or successor of a person convicted of a public entity crime; or

b. An entity under the control of any natural person who is active in the management of the entity who has been convicted of a public entity crime. The term (affiliate included those officers, directors, executives, partners, shareholders, employees, members and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

5. I understand that a person as defined in Paragraph 287.133a.(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods and services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term person includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

6. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. [Indicate which statement applies.]

Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate or the entity has been charged with an convicted of a public entity crime subsequent to July 1, 1989.

The entity this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division or Administrative Hearing and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. [Attach a copy of the final order.]

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH I (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OR THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES, FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

\_\_\_\_\_  
Signature

Sworn to and subscribed before me this day of , 20 .

Personally known OR Produced Identification

Notary Public - State of Florida  
My commission expires:

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## EXHIBIT C

### Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs

January 2018

The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), developed this document to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding our expectations for meeting some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively.

#### **Addressing Current Requirements**

The following information is presented to highlight notable areas for improvement, as well as those of potential concern, in order to proactively assist the MPOs in meeting federal planning requirements. These topic areas were selected based on a past history of issues observed with them through our general stewardship responsibilities, or through the oversight responsibilities via the Transportation Management Area (TMA) certification reviews. FHWA and FTA would be pleased to work with FDOT and the MPOs to discuss interpretation examples and/or statewide templates as appropriate to support implementation consistency. Additional areas of concern may be addressed on an individual MPO basis as needed throughout the LRTP development process. Citations noted refer to regulations published in the May 27, 2016 *Federal Register*.

#### **Stakeholder Coordination and Input**

**Specific Public Involvement Strategies:** MPOs are required to develop a written plan that documents and explicitly describes the procedures, strategies, and outcomes of stakeholder involvement in the planning process for all the MPOs products and processes, including, but not limited to, the timing of and timeframe for public/stakeholder input on the LRTP and its amendments. The MPOs should take the time to ensure their LRTP outreach strategies in their public participation plan (PPP), whether documented in an overall MPO PPP or one specifically for LRTP outreach, are clear, transparent, and accurately describes when and how their stakeholders can be involved in the process. To this end, having non-transportation professional(s) review the document and provide their understanding of when and how long the public comment periods occur for the various planning products can be helpful to ensure the information is being interpreted as intended. {23 CFR 450.316(a)(1)}

**Public Involvement/Tribal/Resource Agency Consultation:** Consultation on the MPO's planning products (including the LRTP) with the appropriate Indian Tribal governments and Federal land management agencies (when the planning area includes such lands) is required to be documented. The interaction documentation with these stakeholders needs to outline the roles, responsibilities and key decision points for consulting with other governments and agencies. MPOs should ensure that their plans and/or documentation include such procedures.

Additionally, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the

L RTP. This consultation consists of comparisons of state conservation plans/maps, and inventories of natural or historical resources with transportation plans, as appropriate and if available. This consultation process is also required to be documented, ideally in the public participation plan. Note that the Tribal governments and resource agencies mentioned above are also required to be involved in the development of the various consultation processes with these agencies. {23 CFR 450.316(a)(1), (c), (d), (e); 23 CFR 450.324(g)}

Measures of Effectiveness: Many MPOs have what appear to be very successful strategies for reaching out and incorporating public comment into their products and processes. However, there is no systematic confirmation or validation that the strategies are indeed working. MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the L RTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next L RTP update. {23 CFR 450.316(a)(1)(x)}

### Fiscal Constraint

Project Phases: Projects in L RTPs are required to be described in enough detail to develop cost estimates in the L RTP financial plan that show how the projects will be implemented. For a project in the cost feasible plan, the phase(s) being funded and the cost must be documented. Additionally, the source of funding for each phase must be documented in the first 10 years of the L RTP. The phases to be shown in L RTPs include Preliminary Engineering (PE), Right of Way (ROW) and Construction. PE includes both the Project Development and Environment (PD&E) and Design phases. FHWA and FTA support the option of combining the PD&E and Design phases into an overall PE phase for these long range estimates. Boxed funds can be utilized as appropriate to document the financing of smaller projects, such as sidewalks, or early phases of projects, such as PD&E. However, the individual projects utilizing the box need to be listed, or at a minimum, sufficiently described in bulk in the L RTP (i.e. PD&E for projects in Years 2020-2025). {23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)}

Full Time Span of L RTP (1<sup>st</sup> 5 Years): Plans are required to have at least a 20-year horizon. The effective date of the L RTP is the date of the MPO adoption of the plan. As such, the MPO is required to have an L RTP that includes projects from the date of adoption projected out at least 20 years from that date. The L RTP is a planning document that describes how the proposed projects will help achieve the regional vision. The Transportation Improvement Program (TIP), however, is a reflection of the investment priorities which are established in the L RTP. When adopting an updated L RTP, the projects in the previous L RTP are assessed and revised to acknowledge projects that have: 1) moved forward (these are typically removed from the updated L RTP), 2) shifted in time (these could be moved forward or back in implementation in the updated L RTP), and 3) been added or deleted based on the MPO's current priorities. The TIP is only a resource for determining which projects have moved forward. **The TIP, which is based on the previous L RTP, is not a substitute for the first 5 years of the updated L RTP.** Additionally, the TIP is a 4-year programming document that, in Florida, is adopted every year and thus expires annually. When L RTPs "include the TIP", it is a reference to a static and outdated document once the next TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which occurs annually in Florida. Therefore, the MPOs will need to show all of the projects, phases, and

estimates from the adoption date through the horizon year of the LRTP, which is considered the entire time period of the LRTP. In addition, funding sources need to be shown for all projects from the adoption date through the first 10 years. {23 CFR 450.324(a); 23 CFR 450.326(a)}

### **Technical Topics**

**SHSP Consistency:** We have come a long way from “What is the Strategic Highway Safety Plan (SHSP)?” to having LRTPs address the safety of all users throughout the planning process. We have proactively and successfully encouraged the MPOs to include a safety element in their LRTPs and be consistent with the Florida SHSP. The changes to the planning regulations now require the goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the SHSP, to be integrated into the LRTPs either directly or by reference. However, the specific priorities, strategies, countermeasures and projects of the HSIP are not required to be integrated. We continue to strongly encourage their incorporation where appropriate. {23 CFR 450.306(b)(2), (d)(4)(ii); 23 CFR 324(h)}

The link to FDOT’s 2016 SHSP is: [http://www.fdot.gov/safety/SHSP2012/FDOT\\_2016SHSP\\_Final.pdf](http://www.fdot.gov/safety/SHSP2012/FDOT_2016SHSP_Final.pdf)

**Freight:** Florida’s MPOs have been proactive in assessing and incorporating their freight needs. Freight shippers and providers of freight transportation services have been required to be incorporated into the stakeholder outreach that the MPO uses throughout the planning process and the LRTP to address the projected demand of goods transportation on the network. Changes to the planning requirements now also encourage the consultation of agencies and officials planning for freight movements. With the National Highway Freight Program a core funding category of federal funds, having a solid basis for incorporating freight needs and projecting the freight demands will be key to the LRTP’s success for meeting its regional vision for the goods movement throughout the area. Additionally, the planning regulations now require the goals, objectives performance measures and targets of the State Freight Plan to be integrated into the LRTPs either directly or by reference. While freight is one of the planning factors, it deserves special emphasis, and will need to play a more prominent role in future LRTPs. The MPOs need to show a concerted effort to incorporate freight stakeholders and strategies into the next LRTP. {23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324 (b), (f)(1), (f)(5)}

**Environmental Mitigation/Consultation:** For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. The LRTP discussion can be at a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used when these environmental areas are affected by projects in the LRTP. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might take advantage of later. MPOs should be aware that the use of ETDM alone is not environmental mitigation. The use of ETDM is considered project screening and is not a system-wide review of the planning area. Documentation of the consultation with the relevant agencies should be maintained by the MPO. {23 CFR 450.324(f)(10)}

**Congestion Management Process:** The management of congestion has played an increasing role in the operations of transportation networks. One of the key activities of the process is to evaluate the effectiveness of the strategies the process produces. The MPO must demonstrate that the congestion management process is incorporated into the planning process. The process the MPO uses can be documented separately or in conjunction with the LRTP. The process is required to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identify an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP. The new planning requirements provide for the optional development of a Congestion Management Plan (CMP) that includes projects and strategies that will be considered in the TIP. This optional plan is different than documenting the processes that the MPO uses to address the congestion management. The CMP, if used, needs to 1) develop regional goals, 2) identify existing transportation services and commuter programs, 3) identify proposed projects, and 4) be developed in consultation with entities that provide job access reverse commute or job-related services to low-income individuals. {23 CFR 450.322}

**Americans with Disabilities Act (ADA) Transition Plans:** Government agencies with 50 or more employees that have control over pedestrian rights of way (PROW) must have transition plans for ADA. Agencies with less than 50 employees that have control over PROW must have an ADA Program Access Plan, describing how they provide access for those with disabilities to programs, services and activities. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. However, all MPOs play an important role in ADA compliance by assisting agencies with sidewalk inventories, gap studies, etc. MPOs can also go a good deal further, but should at a minimum serve as a resource for information and technical assistance in local government compliance with ADA. {28 CFR 35.105; 28 CFR 35.150(d)}

## **Administrative Topics**

**LRTP Documentation/Final Board Approval:** The date the MPO Board adopts the LRTP is the effective date of the plan. The contents of the product that the MPO adopts on that date includes at a minimum: 1) the current and projected demand of persons and goods; 2) existing and proposed facilities that serve transportation functions; 3) a description of performance measures and targets; 4) a system performance report; 5) operational and management strategies; 6) consideration of the results of the congestion management process; 7) assessment of capital investment and other strategies to preserve existing and future infrastructure; 8) transportation and transit enhancement activities; 9) description of proposed improvements in sufficient detail to develop cost estimates; 10) discussion of potential environmental mitigation strategies and areas to carry out the activities; 11) a cost feasible financial plan that demonstrates how the proposed projects can be implemented and includes system level operation and maintenance revenues and costs; and 12) pedestrian walkway and bicycle transportation facilities which are required to be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. FHWA and FTA expect that at the time the MPO Board adopts the LRTP, a

substantial amount of LRTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public, should have periodically had opportunities to review and comment on products from interim tasks and reports that culminated into what is referred to as the final Plan. Finalizing the LRTP and its supporting documentation is the last activity in a lengthy process. All final documents are required to be made readily available for public review and to be made available electronically. The final document(s) should be posted online and available through the MPO office no later than 90 days after adoption date. The MPOs' schedules for this round of LRTP development are expected to allow ample time for the Board to adopt the final LRTP product no later than 5 years from the MPOs' adoption of the previous LRTP. These adoption dates have recently been confirmed with each MPO. {23 CFR 450.324 (a), (c), (f), (k)}

**LRTP & STIP/TIP Consistency:** The STIP and TIPs must be consistent with the relevant LRTPs as they are developed. FHWA and FTA staff will be checking for this consistency during the STIP approval process. The results of previous reviews indicate that emphasis is still needed to ensure that projects are accurately reflected in both the TIP and STIP and that these projects are flowing from and are found to be consistent with the MPO's LRTP. Additionally, when amendments to the STIP/TIP are made, the projects must also be consistent with the LRTP from which they are derived. When STIP/TIP amendments are received by FHWA and FTA, they will be reviewed for consistency with the applicable LRTP. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed. {23 CFR 450.330; 23 CFR 450.218(b)}.

### **New Requirements**

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. However, they will be required to be addressed for the next LRTP.

**New Planning Factors:** The MPO is required to address several planning factors as a part of its planning processes. The degree of consideration and analysis of the factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area. Efforts should be made to think through and carefully consider how to address each factor. There are two new planning factors that need to be considered in the next LRTPs: 1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and 2) enhancing travel and tourism. Florida has a strong history of proactively addressing these transportation areas. These experiences can be drawn upon to incorporate the new factors into the planning processes. {23 CFR 450.306(b)(9), (b)(10), (c)}

**Transportation Performance Management:** As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system and the resources that build and maintain the system. As such, a performance-based approach to transportation decision making will be required for the FDOT and MPOs. As the MPOs and FDOT are aware, the performance measures required to be addressed in the LRTPs are documented in final rules that were published in the Federal Register on March 15, 2016 and January 18, 2017. The MPOs will set their targets

in accordance with the schedule established in these final rules. FDOT and the MPOs have flexibility as to the documentation and process used for setting the targets, as long as the targets are made publicly available once they are set. The next LRTPs (when updated or amended after May 27, 2018) will be required to describe the performance measures and the targets the MPO has selected for assessing the performance of the transportation system.

A system performance report will also be required to be included in the LRTPs. The report is a tool that evaluates and updates the condition of the transportation system in relation to the performance measures and targets. While guidance is still being developed, the report would include for each performance measure information such as: the target set; the baseline condition at the start of the evaluation cycle; the progress achieved in meeting the targets; and a trend-type comparison of progress with previous performance reports. Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available. We recognize that these initial LRTPs will be developed during a transition period, and commit to working with the MPOs to ensure that the regulations are reasonably being addressed. {23 CFR 450.306(d)(4); 23 CFR 450.324(f)(3), (f)(4)}

For more TPM information and the tools tailored for Florida partners, please go to:

<https://www.fhwa.dot.gov/fldiv/tpm.cfm>

**Multimodal Feasibility:** The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. {23 CFR 450.324}

**Transit Asset Management:** The MPO is required to set performance targets for each performance measure, per 23 CFR 450.306(d). Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class. Planning for TAM/Roles and Responsibilities for MPOs and State DOTs can be found on the FTA website: <https://cms.fta.dot.gov/sites/fta.dot.gov/files/planning-tam-fact-sheet.pdf>

### **Emerging Issues**

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. These issues are receiving considerable attention in national discussions. Each MPO has the discretion to determine whether to address these emerging topics in their LRTP at this time and the appropriate level of detail. Beginning to address these issues early on may potentially minimize the level of effort needed to achieve future compliance.

**Mobility on Demand (MOD):** Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system- of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model.

ADS (also known as self-driving, driverless, or robotic) are vehicles in which some aspect of vehicle control is automated by the car. For example, adaptive cruise control, where the vehicle automatically speeds up, slows down, or stops in response to other vehicle movements in the traffic stream is an automated vehicle function. Connectivity is an important input to realizing the full potential benefits and broad-scale implementation of automated vehicles. The preliminary five-part formal classification system for ADS is:

- Level 0: The human driver is in complete control of all functions of the car.
- Level 1: A single vehicle function is automated.
- Level 2: More than one function is automated at the same time (e.g., steering and acceleration), but the driver must remain constantly attentive.
- Level 3: The driving functions are sufficiently automated that the driver can safely engage in other activities.
- Level 4: The car can drive itself without a human driver

CV includes technology that will enable cars, buses, trucks, trains, roads and other infrastructure, and our smartphones and other devices to “talk” to one another. Cars on the highway, for example, would use short-range radio signals to communicate with each other so every vehicle on the road would be aware of where other nearby vehicles are. Drivers would receive notifications and alerts of dangerous situations, such as someone about to run a red light as they’re nearing an intersection or an oncoming car, out of sight beyond a curve, swerving into their lane to avoid an object on the road.

Rapid advances in technology mean that these types of systems may be coming on line during the horizon of the next LRTPs. While these technologies when fully implemented will provide more opportunities to operate the transportation system better, the infrastructure needed to do so and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.

Resources for additional information:

**Mobility on Demand:** <https://www.its.dot.gov/factsheets/pdf/MobilityonDemand.pdf>

**Autonomous Vehicles:** [https://www.its.dot.gov/research\\_areas/pdf/WhitePaper\\_automation.pdf](https://www.its.dot.gov/research_areas/pdf/WhitePaper_automation.pdf)

**Connected Vehicles:** [https://www.its.dot.gov/cv\\_basics/index.htm](https://www.its.dot.gov/cv_basics/index.htm)

**Transportation Planning Capacity Building Connected Vehicle Focus Area:**

[https://planning.dot.gov/focus\\_connectedVehicle.asp](https://planning.dot.gov/focus_connectedVehicle.asp)



### **Proactive Improvements**

This section describes topics that are not currently required by federal laws and rules to be addressed in LRTPs nor are they required by the May 27, 2016 regulation changes. As such, MPOs are not required to include these considerations in their current planning processes and plans. These areas are intended to be a proactive change in the LRTPs to help Florida continue to make positive strides in long range planning.

**New Consultation:** There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction. These consultations are a natural evolution of implementing the new planning factors for which Florida has experience in doing. {23 CFR 450.316(b)}

**Summary of Public Involvement Strategies:** Seeking out and considering the needs of traditionally underserved populations is a key part of any public involvement process. When the MPO carries out stakeholder involvement, they may use a variety of strategies. These strategies ultimately demonstrate that their planning process is consistent with Title VI and other federal anti-discrimination provisions in the development of the LRTP. In order to clearly demonstrate this consistency, the MPOs should summarize the outreach information. This information should be derived from the MPO's public involvement plan elements. The public involvement summary should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, standalone document that is also available for public review in support of the LRTP. {23 CFR 450.316(a)(1)(vii)}

**Impact Analysis/Data Validation:** In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan. Where some MPOs struggle in using data to assess likely impacts, other MPOs attempt to use data to assess the needs. Some look at a dollar spread among minority/non-minority areas to determine equity. This approach is probably not the best method to use, since higher dollar amounts might indicate capacity projects when the community needs more pedestrian connectivity, for example. We suggest using the data tools found at [https://www.fhwa.dot.gov/environment/environmental\\_justice/resources/data\\_tools/](https://www.fhwa.dot.gov/environment/environmental_justice/resources/data_tools/). Additionally, as time passes it becomes more important to validate the 2010 census data being used. School Boards, emergency service agencies, tax rolls and staff knowledge are all good sources to ensure data quality. {23 CFR 450.316(a)(1)(vii); 23 CFR 420.324(e)}

**FDOT Revenue Forecast:** To help stakeholders understand the financial information and analysis that goes into identifying the revenues for the MPO, we recommend the MPO include FDOT's Revenue Forecast in the appendices that support the LRTP. {23 CFR 450.324(f)(11)(ii)}



Sustainability and Livability in Context: We encourage the MPO to implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. MPO policies and practices that support an integrated surface transportation system for all users that is efficient, equitable, safe, and environmentally sustainable will improve transportation choices and connectivity for all users especially those walking and bicycling. Building partnerships with traditional and nontraditional stakeholders will facilitate the development and implementation of transportation projects that improve integration, connectivity, accessibility, safety and convenience for all users. The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users. {23 CFR 450.306(b)}

Scenario Planning: The new planning requirements describe using multiple scenarios for consideration by the MPO in the development of the LRTP. If the MPO chooses to develop these scenarios, they are encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, a scenario that improves the baseline conditions, revenue constrained scenarios, and include estimated costs and potential revenue available to support each scenario. {23 CFR 450.324(i)}



# EXHIBIT D

## FDOT LRTP Review Checklist

Section A- Federal Requirements		Where and How Addressed
<u>23 C.F.R. Part 450 – Planning Assistance and Standards</u>		
A-1	<p>Does the plan cover a 20-year horizon from the date of adoption?</p> <p>Please see the “Administrative Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(a)</p>	Say in the RFP or scope of services.
A-2	<p>Does the plan address the planning factors described in 23 C.F.R. 450.306(b)?</p> <p>Please see the “Fiscal Constraint” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the “New Requirements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Risk and Resiliency Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?</p> <p>Travel and Tourism Does that plan enhance travel and tourism?</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(a)</p>	

Section A- Federal Requirements		Where and How Addressed
A-3	<p>Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(b)</p>	
A-4	<p>Was the requirement to update the plan at least every five years met?</p> <p>Please see the "Administrative Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> and <a href="#">2012 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(c)</p>	
A-5	<p>Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)?</p> <p>See <a href="#">2012 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(d)</p>	
A-6	<p>Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity?</p> <p>Please see the "Proactive Improvements" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(e)</p>	

Section A- Federal Requirements	Where and How Addressed
<p>A-7 Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the "Administrative Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(1)</p>	
<p>A-8 Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?</p> <p>23 C.F.R. 450.324(f)(2)</p>	
<p>A-9 Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)?</p> <p>Please see the "New Requirements" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(3)</p>	

Section A- Federal Requirements	Where and How Addressed
<p>A-10 Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data?</p> <p>Please see the "New Requirements" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(4)(i)</p>	

## Section A- Federal Requirements

## Where and How Addressed

A-11	<p>Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:</p> <p>(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;</p> <p>(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;</p> <p>(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);</p> <p>(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;</p> <p>(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;</p> <p>(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);</p> <p>(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and</p> <p>(viii) Other State transportation plans and transportation processes required as part of a performance-based program.</p> <p>Please see the "New Requirements" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> and <a href="#">2012 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.306 (d)(4)</p>
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Section A- Federal Requirements		Where and How Addressed
A-12	<p>Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(5)</p>	
A-13	<p>Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(6)</p>	
A-14	<p>Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?</p> <p>23 C.F.R. 450.324(f)(7)</p>	
A-15	<p>Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)?</p> <p>23 C.F.R. 450.324(f)(8)</p>	



Section A- Federal Requirements		Where and How Addressed
A-16	<p>Does the plan describe all proposed improvements in sufficient detail to develop cost estimates?</p> <p>Please see the "Fiscal Constraint" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(9)</p>	
A-17	<p>Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(10)</p>	
A-18	<p>Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented?</p> <p>Please see the "Fiscal Constraint" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(11)</p>	
A-19	<p>Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?</p> <p>23 C.F.R. 450.324(f)(11)(i)</p>	
A-20	<p>Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)?</p> <p>Please see the "Proactive Improvements" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(11)(ii)</p>	

Section A- Federal Requirements		Where and How Addressed
A-21	<p>Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability?</p> <p>23 C.F.R. 450.324(f)(11)(iii)</p>	
A-22	<p>Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?</p> <p>23 C.F.R. 450.324(f)(11)(iv)</p>	
A-23	<p>Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP?</p> <p>23 C.F.R. 450.324(f)(11)(vi)</p>	
A-24	<p>Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)?</p> <p>23 C.F.R. 450.324(f)(12)</p>	
A-25	<p>Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(h)</p>	
A-26	<p>Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>23 C.F.R. 450.324(g)(1)</p>	

Section A- Federal Requirements	Where and How Addressed
<p>A-27 Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)?</p> <p>23 C.F.R. 450.324(j)</p>	
<p>A-28 Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web?</p> <p>Please see the "Stakeholder and Coordination Input" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the "Administrative Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)</p>	
<p>A-29 Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan?</p> <p>Please see the "Stakeholder and Coordination Input" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R 450.316(a)(1)(i)</p>	

Section A- Federal Requirements	Where and How Addressed
<p>A-30 In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households?</p> <p>Please see the "Stakeholder and Coordination Input" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the "Proactive Improvements" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R 450.316(a)(1)(vii)</p>	
<p>A-31 Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan?</p> <p>Please see the "Stakeholder and Coordination Input" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.316(a)(1)(vi) &amp; 23 C.F.R. 450.316(a)(2)</p>	
<p>A-32 Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts?</p> <p>Please see the "Stakeholder and Coordination Input" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R 450.316(a)(1)(viii)</p>	

Section A- Federal Requirements		Where and How Addressed
A-33	<p>Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities?</p> <p>Please see the "Proactive Improvements" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.316(b)</p>	
A-34	<p>If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan?</p> <p>23 C.F.R 450.316(c)</p>	
A-35	<p>If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan?</p> <p>23 C.F.R 450.316(d)</p>	
A-36	<p>In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?</p> <p>23 C.F.R. 450.314(e)</p>	

## Section B- State Requirements

## Where and How Addressed

### Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175

B-1	Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan?  ss.339.175(1), (5) and (7), F.S.	
B-2	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?  ss.339.175(1) and (7)(a), F.S.	
B-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?  ss.339.175(5) and (7), F.S.	
B-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions?  ss.339.175(1) and (7) F.S.	
B-5	Were the goals and objectives identified in the Florida Transportation Plan considered?  s.339.175(7)(a), F.S.	
B-6	Does the plan assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?  s.339.175(7)(c), F.S.	

Section B- State Requirements		Where and How Addressed
B-7	Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?  s.339.175(7)(d), F.S.	
B-8	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?  s.339.175(13) F.S.	

Section C- Proactive Recommendations		Where and How Addressed
C-1	Does the plan attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?  23 C.F.R 450.306(b)(9)	
C-2	Does the plan proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	
C-3	Do the plan consider the transportation system's accessibility, mobility, and availability to better serve an aging population?	
C-4	Does the plan consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	
C-5	Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?	





**EXHIBIT E**  
**SCHEDULE OF DELIVERABLES**

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## **EXHIBIT E- SCHEDULE OF DELIVERABLES**

**Year 1  
Fiscal Year 2024  
July 1, 2023 to June 30, 2024**

<b>Deliverable</b>	<b>Due Date</b>	<b>Payment Amount</b>
Task 1.1 Public Participation Process and Documentation	3/31/24	\$10,000
Task 2.1- Data Collection	5/31/24	\$2,500
Task 1.22- Vision Statement, Goals and Objectives	5/31/24	\$10,000
Task 2.2- Mapping	5/31/24	\$2,500
Task 2.3- Data Development	5/31/24	\$25,000
Task 2.4- Designation of Screenlines	5/31/24	\$2,500
Task 2.5- Traffic Count Data	5/31/24	\$2,500
Task 2.6- Highway and Transit Networks	5/31/24	\$2,500
Task 2.7- Transit Service Data	5/31/24	\$2,500
Task 2.8- Data Projections	5/31/24	\$2,500
Task 2.9- Financial Resources	5/31/24	\$2,500
Public Workshop #1	6/30/24	\$5,000
Technical Report 2- Data Collection, Mapping and Data Development	6/30/24	\$5,000
	<b>TOTAL</b>	<b>\$75,000</b>

## **EXHIBIT E- SCHEDULE OF DELIVERABLES (Continued)**

**Year 2**  
**Fiscal Year 2025**  
**July 1, 2024 to June 30, 2025**

<b>Deliverable</b>	<b>Due Date</b>	<b>Payment Amount</b>
Task 3.1- Review Zonal Data (ZDATA) Inputs	8/31/24	\$2,500
Task 3.2- Review 2010 Highway and Transit Networks	8/31/24	\$2,500
Task 3.3- Review 2010 Traffic Count and Transit Ridership Data	8/31/24	\$2,500
Task 3.4- Review Trip Generation Rate	8/31/24	\$2,500
Task 3.5- Review Trip Length Distribution	8/31/24	\$2,500
Task 3.6- Review Auto Occupancy Rates	8/31/24	\$2,500
Task 3.7- Review Transit Parameters	8/31/24	\$2,500
Technical Report 3- Data Review/Verification	9/30/24	\$5,000
Task 4.1- Validate External Trips	11/30/24	\$5,000
Task 4.2- Validate Trip Generation Model	11/30/24	\$5,000
Task 4.3- Validate Transit Path Building Model	11/30/24	\$5,000
Task 4.4- Validate Trip Distribution Model	11/30/24	\$5,000
Task 4.5- Validate Mode Choice Model	11/30/24	\$5,000
Task 4.6- Validate Transit Assignment Model	11/30/24	\$5,000
Task 4.7- Validate Highway Assignment Model	11/30/24	\$5,000
Task 4.8- Final Model Validation	11/30/24	\$5,000
Task 4.9- Transportation Model Transit Procedure	11/30/24	\$5,000
Technical Report 4- Model Update/Validation	12/31/24	\$5,000
Public Workshop #2	1/31/25	\$5,000
Task 5.1- Network Coding, Editing and Debugging	2/28/25	\$2,500
Task 5.2- Development of Existing Plus Committed Network	2/28/25	\$2,500
Task 5.3- Development of Needs Plan	2/28/25	\$2,500
Technical Report 5- Needs Plan	3/31/25	\$5,000
Task 6.1- Development of Preliminary and Constrained Needs Plan	5/31/25	\$2,500
Task 6.2- Ranking of Projects and Programs	5/31/25	\$2,500
Task 6.3- Incorporating Safety into Long Range Transportation Planning	5/31/25	\$2,500
Technical Report 6- Preliminary and Constrained Needs Plan	6/30/25	\$5,000
Public Workshop #3	6/30/25	\$5,000
	<b>TOTAL</b>	<b>\$107,500</b>

## **EXHIBIT E- SCHEDULE OF DELIVERABLES (Continued)**

**Year 3  
Fiscal Year 2026  
July 1, 2025 to June 30, 2026**

<b>Deliverable</b>	<b>Due Date</b>	<b>Payment Amount</b>
Technical Report 7- Cost Feasible Plan	9/30/25	\$5,000
Technical Report 1- Public Involvement Documentation	9/30/25	\$5,000
Final Report	12/31/25	\$7,500
	<b>TOTAL</b>	<b>\$17,500</b>



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

November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Bicycle/Pedestrian Advisory Board Vacant Positions

**STAFF RECOMMENDATION**

**Appoint Gilda Holly and Marilyn Wende to the Bicycle/Pedestrian Advisory Board for terms ending December 31, 2026.**

**BACKGROUND**

The Bicycle/Pedestrian Advisory Board advises Alachua County, City of Gainesville and the Metropolitan Transportation Planning Organization with each appointing four voting members. It is staffed by the City of Gainesville. There are two vacancies on the Bicycle/Pedestrian Advisory Board due to term expirations that need appointments by the Metropolitan Transportation Planning Organization.

Gilda Holly has applied to serve a three-year term on the Bicycle/Pedestrian Advisory Board. Her application for appointment is attached as Exhibit 1. Marilyn Wende has also applied to serve a three-year term on the Bicycle/Pedestrian Advisory Board. Her application for appointment is attached as Exhibit 2.

Attachments

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# EXHIBIT 1

## METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

### BICYCLE/PEDESTRIAN ADVISORY BOARD APPLICATION

Please return to:

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

Date: NOVEMBER 18<sup>th</sup> 2023

NAME Gilda Holly  
ADDRESS 400 NW 1st Ave Apt. # 511  
CITY/STATE/ZIP CODE Gainesville, FL 32601  
EMAIL GILLYHOLLY2002@yahoo.com  
TELEPHONE (HOME) \_\_\_\_\_

(WORK) \_\_\_\_\_

(CELL) (352) 999-7224

HOW LONG A RESIDENT OF ALACHUA COUNTY? 17 YEARS

ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES \_\_\_\_\_ NO ☒

OCCUPATION Retired

EDUCATION SOCIOLOGIST AND MASTER IN EDUCATION

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

PLEASE SEE LETTER ATTACHED

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

PLEASE SEE LETTER ATTACHED

I will attend meetings in accordance with the adopted Bylaws of the Bicycle/Pedestrian Advisory Board. 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

C. Holly

Additional information may be attached to this form



## Bicycle/Pedestrian Advisory Board Application

Training or experience related to activities for this appointment

- ❖ Three trainings: “*Bicycles & Safety Training*” by City Coordinator Mr. Dekova Batey, on 07-29-2022 at the Senior Recreational Center (SRC), Gainesville, FL. The book: “*Florida Bicycling Street Smarts. Cycling Savvy Edition*” (edition 2019) by Rodale Inc. The “*Smart Driver Guidebook*” by AARP driver safely course, on 07-20-2022 at SRC.
- ❖ I designed a draft to advocate for bicycle and pedestrian with low income in the property The 400 Apartments; I submitted it to Mr. Dakova Batey who is was City Coordinator of Bicycle/Pedestrian Program but soon after the City stop Mr. Batey job position and training
- ❖ Eleven years resident in property The 400 Apartments exclusive for people with low income, sharing concerns of residents who had accidents and a car crash killed a senior resident Mr. John Coffey (19\_\_ – 11-20-2022) while getting off from a public bus
- ❖ I am founder of the pioneer Bi/Motorcycle, Auto vehicle and Pedestrians (BAP) Club, exclusive for residents of The 400 Apartments, and designed the **first campaign** of this **pioneer** club

Past Civic and Professional accomplishments or honors

- ❖ Designed and implemented pioneer Latin American Child Abuse Prevention in Pittsburgh, PA; financed by Allegheny County and implemented in private no-profit agency Family Resources Inc
- ❖ I was one of the team members designing pioneer questionnaire to interview people with disabilities to evaluate quality services; for the Allegheny County pioneer program Consumer Action and Response Team (CART) in Pittsburgh, Pennsylvania
- ❖ Darkness to Light (D2L) certification in preventing child sexual abuse
- ❖ Gainesville, FL Macy’s Department selected one percent of employees among the 60 stores nationwide to honor the best employees of the year

Note: letter to confirm residency in property The 400 Apartments is available upon request as well recommendations from Family Resources and CART

Mr. Scott Koons  
North Central Florida Regional Planning Council  
2009 NW 67<sup>th</sup> Place  
Gainesville FL 32653-1603  
Phone (352) 955-2200 extension 72688 (scott),  
E-mail [koons@ncflpc.org](mailto:koons@ncflpc.org)

November 14<sup>th</sup> 2023 (updated on Nov 18<sup>th</sup> 2023)

Dear Mr. Scott Koons,

I am interested in applying to be member of the City Bicycle/Pedestrian Advisory Board and I prefer to mail it to your Office. It is the first time I am applying for any City Board, I would like to ask you questions and share your answers with my 104 neighbors, and my questions are the following:

If my application is approved, how long can I be member of this Board?  
When, where and what time the meetings are going to be?  
I have written my advice to the Board, should I submit it to the Board or read it?  
My neighbors have a new Bike/Pedestrian Club exclusive for residents with low income; can my neighbors attend these meetings as members of Bike/Pedestrian Club?  
Do they need to register?

I have tried to contact you by phone and e-mail (dated 11-14-2023), but I haven't received any response. I am mailing these letters and application, please confirm receiving them.

Please feedback and let me know if it is appropriate to submit my advice in the Board (please see copy attached) which supports the Bike/Pedestrian Campaign; it is pioneer campaign for all 105 neighbors. Thank you for your help.

Sincerely,



Ms. Gilda Holly

To the City of Gainesville Bicycle/Pedestrian Advisory Board,

As a pedestrian I submit my application to be member of the City Advisory Board and I have invited my 104 neighbors to apply too; around a dozen of them are bike owners and there is a couple of motorcycle owners. We are residents in the property *The 400 Apartments* in Gainesville, which is exclusive for residents who can keep an independent life and is below 200% poverty level with incomes: low (\$45,850), very low (\$28,700) to extreme low income (\$17,200 and lower).

These incomes cover basic needs; any other expenses imbalance our income putting us constantly in the edge of homeless. We cannot afford what is needed to meet standard and goals of **riding with joy, confidently, legally and safely**, as stated for everyone in City of Gainesville by the highest authorities. I have learned

these standard and goals from three sources: "*Bicycles & Safety Training*" by City Coordinator Mr. Dekova Batey, on 07-29-2022 at the Senior Recreational Center (SRC), Gainesville, FL. The book: "*Florida Bicycling Street Smarts. Cycling Savvy Edition*" (edition 2019) by Rodale Inc. The "*Smart Driver Guidebook*" by AARP driver safety course, on 07-20-2022 at SRC.

In regard of diversity, equity and inclusion, we drive our **first campaign** of our **pioneer** Bi/Motorcycle, Auto vehicle and Pedestrians (BAP) Club, exclusive for residents of The 400 Apartments. We advice to the City Advisory Board providing us the wheels for our bikes/motorcycles as following: **1)** to have bike inspections to evaluate legal and safely driving conditions, as well to have an estimate of expenses cost needed to meet legal & safety standard; this estimated cost will be also useful for fundraising, grants or charity donations, **2)** to apply a survey for residents to identify driver needs and bike role in residents independent life, **3)** to have the free training and supplies (vests, books and devices). As a member of the Club, I can work to make training more flexible for who has disabilities or learning limitations; making it possible to meet the goal of 104 residents reaching the highest training attendance challenging the prejudices judging us as "*only a bunch of ignorant, lazy and good for nothing,*" not giving credit to our struggles and challenges: health conditions, keeping independent life, struggling with limited income at the edge of homelessness and managing the prejudices against us, **4)** to be orientated toward advocacy resources available in the community, and **5)** to have equipment to drive legally and safely.

The City training-provided by Coordinator Mr. Batey, has been suspended and we advice to re-establish it along with supplies for attendants. This training is key to our Club and Mr. Batey, can be liaison between our Club & Campaign and our engagement with the community. To make training more accessible, we advice to provide this training at the property, considering our health conditions, mobility limitations in accessing public sites and prevent social prejudices against our socioeconomic status. Your attention to our advice is going to beneficiate and impact on the whole City community; it can fairly make people with low income be part of the City efforts for diversity, equity and inclusion. Our campaign value charity to keep our income in balance, and our Club adds innovated options for all residents to give back to the community, through attending, supporting and promoting City Bike/Pedestrian training and City programs.

Sincerely,

Gilda Holly, Sociologist and Master in Education  
Founder of the pioneer Bi/Motorcycle, Auto vehicle and Pedestrians (BAP)  
Club.

November 18<sup>th</sup> 2023



## EXHIBIT 2

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

### BICYCLE/PEDESTRIAN ADVISORY BOARD APPLICATION

Please return to:

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

Date: 11/16/23

NAME Marilyn Wende  
ADDRESS 6051 SW 75th Terrace Apt 201  
CITY/STATE/ZIPCODE Gainesville, FL 32608  
EMAIL marilyn.wende@ufl.edu  
TELEPHONE (HOME) 716-289-4112  
(WORK) 352-294-8571  
(CELL) \_\_\_\_\_

HOW LONG A RESIDENT OF ALACHUA COUNTY? <1 YEARS  
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES \_\_\_\_\_ NO X

OCCUPATION: Public health researcher  
EDUCATION PhD in Health Promotion, Education, and Behavior --- MSPH in Epidemiology

#### TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

I am a public health researcher, and my research focuses on the effects of physical activity resources (e.g., neighborhood walkability, access to parks) on health behaviors (e.g., physical activity levels) and outcomes (e.g., pedestrian injury or death). Given my knowledge of the literature on this topic, I think I can contribute greatly to urban planning in Gainesville. In addition to professional training, I bike to work daily.

#### PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

PhD in Health Promotion, Education, and Behavior, member of the Built Environment and Community Health Lab in Columbia, SC, fellow for the CDC funded Physical Activity Policy Research and Evaluation Network (PAPREN)

I will attend meetings in accordance with the adopted Bylaws of the Bicycle/Pedestrian Advisory Board. 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)

Andrew Kaczynski, 915 Greene Street, Room 529 Columbia, SC; (803) 777-7063

Megan McVay, 1303 NW 28th St, Gainesville FL 32605; 714-721-9726

Renee Umstattd Meyer, Hankamer Academic Center 120.03, Waco, TX; (254)710-4029

Signature \_\_\_\_\_

*Marilyn Wende*

Additional information may be attached to this form





**CA.6**

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November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Citizens Advisory Committee Vacant Positions

**STAFF RECOMMENDATION**

**Appoint John Skelly to the Citizens Advisory Committee for terms ending December 31, 2026 and reappoint Gil Levy to the Citizens Advisory Committee for a term ending December 31, 2026.**

**BACKGROUND**

John Skelly has applied to serve a three-year term on the Citizens Advisory Committee. His application for appointment is attached as Exhibit 1. Gil Levy has applied to serve an additional three-year term on the Citizens Advisory Committee. His application for reappointment is attached as Exhibit 2.

Attachments

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# EXHIBIT 1

## METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

### BICYCLE/PEDESTRIAN ADVISORY BOARD APPLICATION

Please return to:

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

Date: 10-30-20

NAME JOHN L. SKELLY  
ADDRESS 1031 NE 12 AVE  
CITY/STATE/ZIP CODE GAINESVILLE, FL 32601  
EMAIL JOHNSKELLY@BELLSOUTH.NET  
TELEPHONE (HOME) \_\_\_\_\_  
(WORK) \_\_\_\_\_  
(CELL) 352 214 0243

HOW LONG A RESIDENT OF ALACHUA COUNTY? 53 YEARS

ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES \_\_\_\_\_ NO X

OCCUPATION RETIRED PROGRAM DIRECTOR, ALACHUA CO

EDUCATION MA POLITICAL SCIENCE / PUBLIC ADMIN CERTIFICATE  
UF 1987

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

SERVED ON TRANSPORT. DISADVANTAGED ADVISORY BOARD 2-3  
YEARS (1997-2000) & CITIZENS ADVISORY BOARD TO MTPD  
(2001 AND 2004?) RIDE GVL-HAWTH TRAIL 1-2 TIMES  
A WEEK, USUALLY TOTAL OF 30-40 MILES EACH TRIP. WALK A  
NE PATH - NOW TOMPETTY PARK 2-3 TIMES PER WK, ABOUT  
PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS 4 MILES EACH WALK,

DIRECTOR OF JTPA AT NCFRPC 1988-1996

I will attend meetings in accordance with the adopted Bylaws of the Bicycle/Pedestrian Advisory Board.  
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)

CHERYL MOODY 1017 NE 12 AVE GVL, FL 32601 352 812 8744  
LISA MODORA 3318 SE 171 ST HAWTHORNE, FL 32640 352-235  
KENNETH MASARO 1037 NE 21 AVE GVL, FL 32609 352-376994  
5017

Signature \_\_\_\_\_

Additional information may be attached to this form



METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE  
APPLICATION

Please return to:

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

Date: November 27, 2023

NAME Gilbert A. Levy  
ADDRESS 7719 NW 18th Lane  
CITY/STATE/ZIPCODE Gainesville, Florida 32605  
EMAIL Gil-Levy@msn.com  
TELEPHONE (HOME) \_\_\_\_\_  
(WORK) \_\_\_\_\_  
(CELL) 352-258-2656

HOW LONG A RESIDENT OF ALACHUA COUNTY? 42 YEARS  
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES \_\_\_\_\_ NO X

OCCUPATION Retired, formerly a bank executive  
EDUCATION Business Degree, UPR

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT  
Led the commercial development of Tioga Town Center and became knowledgeable of traffic  
planning, management and concurrency.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

Chairman, Gainesville Chamber of Commerce, Member Alachua County AHAC, Board Member -  
Cade Museum, Board Member CDS Family Services, former board member YMCA

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



Additional information may be attached to this form



**CA.7**

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November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: 2024 Meeting Calendar

**STAFF RECOMMENDATION**

**Approve the 2024 Metropolitan Transportation Planning Organization and Advisory Committees Meeting Calendar.**

**BACKGROUND**

Each year, staff coordinates with the Alachua County and City of Gainesville staffs to develop the annual meeting schedule for the Metropolitan Transportation Planning Organization and its advisory committees. The schedule is similar to the 2023 meeting schedule.

Attachment

t:\scott\sk24\mtpo\memo\calendar\_2024\_mtpo\_dec04.docx





## SCHEDULED 2024 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.

<b>MTPO MEETING MONTH</b>	<b>TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]</b>	<b>B/PAB [At 7:00 p.m.]</b>	<b>MTPO MEETING</b>
<b>FEBRUARY</b>	January 17	January 18	February 5 at 3:00 p.m.
<b>APRIL</b>	March 13	March 14	April 1 at 3:00 p.m.
<b>JUNE</b>	May 15	May 16	June 3 at 5:00 p.m.
<b>AUGUST</b>	July 17	July 18	August 5 at 3:00 p.m.
<b>OCTOBER</b>	September 18	September 19	October 7 at 3:00 p.m.
<b>DECEMBER</b>	November 13	November 14	December 2 at 5:00 p.m.*

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the Room 5264 Regional Transit System Administration Building, 34 SE 13th Road, Gainesville, Florida;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida 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 City of Gainesville Traffic Management Center

\*December 2, 2024 meeting will commence at 5:00 p.m. at the earliest following conclusion of the Joint Alachua County-City of Gainesville Meeting.



**CA.8**

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November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Metropolitan Planning Organization Advisory Council -  
2024 Weekend Institute Dates

STAFF RECOMMENDATION**No Action Required.**BACKGROUND

Florida Metropolitan Planning Organization Advisory Council staff has announced the 2024 Weekend Institute meeting dates of March 9, 2024 in Orlando and May 18, 2024 in Tampa.

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 receipt of additional Weekend Institute information, staff will provide Weekend Institute registration information.

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**From:** Reichert, Mark [Mark.Reichert@dot.state.fl.us]  
**Sent:** Monday, November 20, 2023 12:05 PM  
**To:** Mike Escalante  
**Cc:** Stone, Lisa O.; Scott Koons  
**Subject:** RE: MPOAC Weekend Institute 2024 Query

Mike, there will be one held in Orlando on March 9<sup>th</sup> and another in Tampa on May 18<sup>th</sup>. We have one in Destin on February 3<sup>rd</sup>, but it is for the Panhandle MPOs and is booked.

**From:** Mike Escalante <escalante@ncfrpc.org>  
**Sent:** Monday, November 20, 2023 11:21 AM  
**To:** Reichert, Mark <Mark.Reichert@dot.state.fl.us>  
**Cc:** Stone, Lisa O. <Lisa.O.Stone@dot.state.fl.us>; Koons, Scott <koons@ncfrpc.org>  
**Subject:** MPOAC Weekend Institute 2024 Query

**EXTERNAL SENDER:** Use caution with links and attachments.

Is there any preliminary information for the 2024 Weekend institutes. If so, I would like to include meeting dates and locations in the upcoming GMTPO meeting packet.



**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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November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transit Ridership Status Report

**STAFF RECOMMENDATION****For Information Only.****BACKGROUND**

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

- Discussed and approved its most recent annual ridership report for the Regional Transit System at its July 11, 2022 meeting; and
- Received transit ridership status reports at its October 25, 2021, April 25, 2022, July 11, 2022, October 24, 2022, December 12, 2022, February 6, 2023, April 3, 2023, June 5, 2023, August 16, 2023 and October 2, 2023 meetings.

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

[http://ncfrpc.org/mtpo/publications/Transit/2022/Transit\\_Ridership\\_Monitoring\\_Report\\_2021a.pdf](http://ncfrpc.org/mtpo/publications/Transit/2022/Transit_Ridership_Monitoring_Report_2021a.pdf)

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

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

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

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

Exhibit 5 shows Covid-19 Pandemic-impacted Fiscal Year 2021-22 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2022-23 (Fourth Quarter) sample transit ridership. This exhibit shows that ridership is recovering in Fiscal Year 2022-23.

Exhibit 6 shows Pre-Covid-19 Fiscal Year 2018-19 sample transit ridership contrasted with Covid-19 Pandemic-impacted plus Fare-Free Fiscal Year 2022-23 (Fourth Quarter) sample transit ridership. This exhibit shows that ridership is recovering, but is significantly below Pre-Covid-19 Pandemic ridership.

Exhibit 7 shows information from Exhibit 4 plus monthly ridership percentage change.

**Attachments**

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





# EXHIBIT 1

## Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2019-20

Fiscal Year 2019-20

### Pre-Covid-19 Pandemic Ridership

### Covid-19 Pandemic Ridership

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

Percentage Ridership Decrease  
Ridership Increase [Full Month]

# EXHIBIT 2

## Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2020-21

### Covid-19 Pandemic Ridership

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

Percentage Ridership Decrease  
Ridership Increase [Full Month]

# EXHIBIT 3

## Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2021-22

### Covid-19 Pandemic Plus Fare-Free Ridership

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
<b>Route 1</b>													
2020-21	20,681	16,747	17,714	18,697	18,293	20,846	14,903	14,446	17,051	17,867	23,108	26,385	226,738
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	285,082
<b>Ridership Percentage Change</b>													<b>25.73%</b>
<b>Route 9</b>													
2020-21	5,213	3,490	2,613	5,626	7,453	7,953	1,194	939	1,265	1,410	15,786	32,481	85,423
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	240,415
<b>Ridership Percentage Change</b>													<b>181.44%</b>
<b>Route 12</b>													
2020-21	8,902	7,275	6,710	11,170	12,962	12,814	4,121	3,673	4,471	5,194	24,022	33,545	134,859
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	292,470
<b>Ridership Percentage Change</b>													<b>116.87%</b>
<b>Route 20</b>													
2020-21	17,708	14,351	12,030	19,023	21,737	25,227	5,791	6,672	8,727	9,358	30,123	53,939	224,686
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	394,485
<b>Ridership Percentage Change</b>													<b>75.57%</b>
<b>Route 35</b>													
2020-21	12,808	10,097	8,703	13,828	14,827	16,372	4,394	5,303	7,277	7,582	21,202	37,262	159,655
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
<b>Ridership Percentage Change</b>													<b>64.95%</b>

Percentage Ridership Decrease

Ridership Increase [Full Month]

EXHIBIT 4

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2018-19 - Fiscal Year 2021-22

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

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318	36,374	40,586	48,590	49,474	537,313
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	285,082
Ridership Percentage Change													
-46.94%													
Route 9													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390	35,417	53,054	441,655
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	240,415
Ridership Percentage Change													
-45.56%													
Route 12													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956	39,944	47,972	467,250
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	292,470
Ridership Percentage Change													
-37.41%													
Route 20													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356	56,389	68,388	85,809	811,181
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	394,485
Ridership Percentage Change													
-51.37%													
Route 35													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	591,596
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
Ridership Percentage Change													
-55.48%													

Percentage Ridership Decrease  
Ridership Increase [Full Month]

# EXHIBIT 5

## Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2022-23

### Covid-19 Pandemic Plus Fare-Free Ridership

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2021-22	24,956	20,475	20,100	20,632	22,011	23,995	24,412	24,412	24,315	23,758	29,374	26,412	284,852
2022-23	27,470	22,824	22,645	25,723	24,694	25,827	23,890	22,632	21,422	21,550	28,010	32,292	298,979
Ridership Percentage Change													4.96%
Route 9													
2021-22	26,184	25,425	12,283	19,996	19,996	20,591	8,177	8,177	9,064	9,753	20,882	37,147	217,675
2022-23	38,302	28,718	13,710	34,177	36,989	33,635	32,716	12,286	10,116	9,705	15,334	31,236	296,924
Ridership Percentage Change													36.41%
Route 12													
2021-22	27,098	24,798	15,456	24,998	29,317	25,100	14,008	14,008	15,970	17,166	30,258	42,010	280,187
2022-23	43,142	32,862	22,650	38,980	40,566	36,874	37,177	21,435	18,882	17,341	28,291	39,414	377,614
Ridership Percentage Change													34.77%
Route 20													
2021-22	46,568	40,093	21,250	29,295	45,140	35,266	19,739	19,739	21,324	21,603	27,937	47,156	375,110
2022-23	49,988	38,967	21,095	40,964	44,572	40,538	39,468	25,002	26,624	30,083	31,575	53,172	442,048
Ridership Percentage Change													17.84%
Route 35													
2021-22	32,792	24,004	14,684	27,295	26,962	22,799	13,515	13,515	15,746	15,741	19,026	26,454	252,533
2022-23	26,573	20,054	12,741	23,995	25,170	24,235	23,070	14,837	14,469	16,296	23,077	38,200	262,717
Ridership Percentage Change													4.03%

Percentage Ridership Decrease  
Ridership Increase |Full Month|

# EXHIBIT 6

## Transit Ridership with Covid-19 Impacts - Sample Routes

### Fiscal Year 2018-19 - Fiscal Year 2022-23

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

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318	36,374	40,586	48,590	49,474	537,313
2022-23	27,470	22,824	22,645	25,723	24,694	25,827	23,890	22,632	21,422	21,550	28,010	32,292	298,979
Ridership Percentage Change													-44.36%
Route 9													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390	35,417	53,054	441,655
2022-23	38,302	28,718	13,710	34,177	36,989	33,635	32,716	12,286	10,116	9,705	15,334	31,236	296,924
Ridership Percentage Change													-32.77%
Route 12													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956	39,944	47,972	467,250
2022-23	43,142	32,862	22,650	38,980	40,566	36,874	37,177	21,435	18,882	17,341	28,291	39,414	377,614
Ridership Percentage Change													-19.18%
Route 20													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356	56,389	68,388	85,809	811,181
2022-23	49,988	38,967	21,095	40,964	44,572	40,538	39,468	25,002	26,624	30,083	31,575	53,172	442,048
Ridership Percentage Change													-45.51%
Route 35													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	591,596
2022-23	26,573	20,054	12,741	23,995	25,170	24,235	23,070	14,837	14,469	16,296	23,077	38,200	262,717
Ridership Percentage Change													-55.59%

Percentage Ridership Decrease

Ridership Increase |Full Month|

# EXHIBIT 7

## Transit Ridership with Covid-19 and Fare-Free Impacts - Sample Routes

### Fiscal Year 2018-19 - Fiscal Year 2021-22

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

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
<b>Route 1</b>													
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318	36,374	40,586	48,590	49,474	439,249
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	229,296
% Change	-56.77%	-54.69%	-40.20%	-58.31%	-50.80%	-45.83%	-47.51%	-39.45%	-33.15%	-41.46%	-39.55%	-46.61%	-47.80%
<b>Route 9</b>													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390	35,417	53,054	353,184
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	182,386
% Change	-58.39%	-42.63%	-27.46%	-57.09%	-43.33%	-39.54%	-54.07%	-51.85%	-39.46%	-46.97%	-41.04%	-29.98%	-48.36%
<b>Route 12</b>													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956	39,944	47,972	379,334
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	220,202
% Change	-55.85%	-43.74%	-34.10%	-46.61%	-36.59%	-33.98%	-43.58%	-43.72%	-28.12%	-33.87%	-24.25%	-12.43%	-41.95%
<b>Route 20</b>													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356	56,389	68,388	85,809	656,984
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	319,392
% Change	-51.48%	-42.80%	-40.75%	-62.41%	-43.39%	-42.23%	-54.23%	-61.21%	-52.99%	-61.69%	-59.15%	-45.05%	-51.39%
<b>Route 35</b>													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	482,460
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	217,870
% Change	-55.47%	-53.22%	-40.89%	-54.71%	-55.66%	-49.60%	-58.80%	-61.80%	-52.18%	-60.33%	-60.69%	-56.44%	-54.84%

Percentage Ridership Decrease  
Ridership Increase [Full Month]





**CA.10**

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November 27, 2023

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 July - September 2023 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

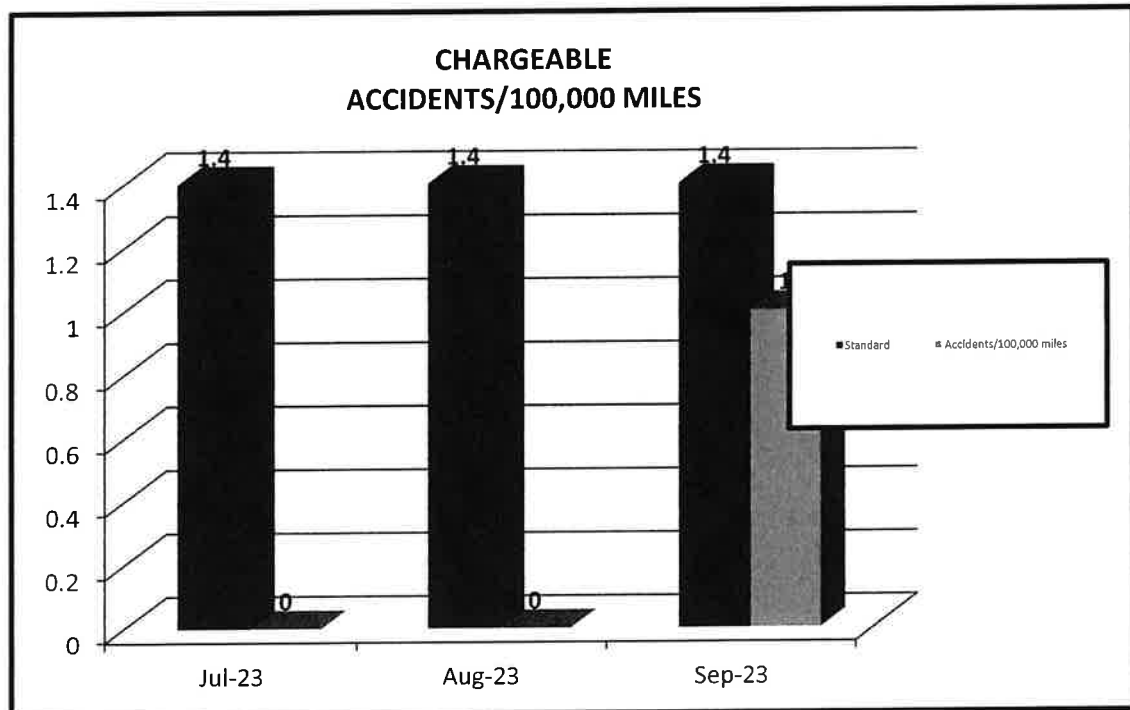
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# TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY JULY 2023 - SEPTEMBER 2023

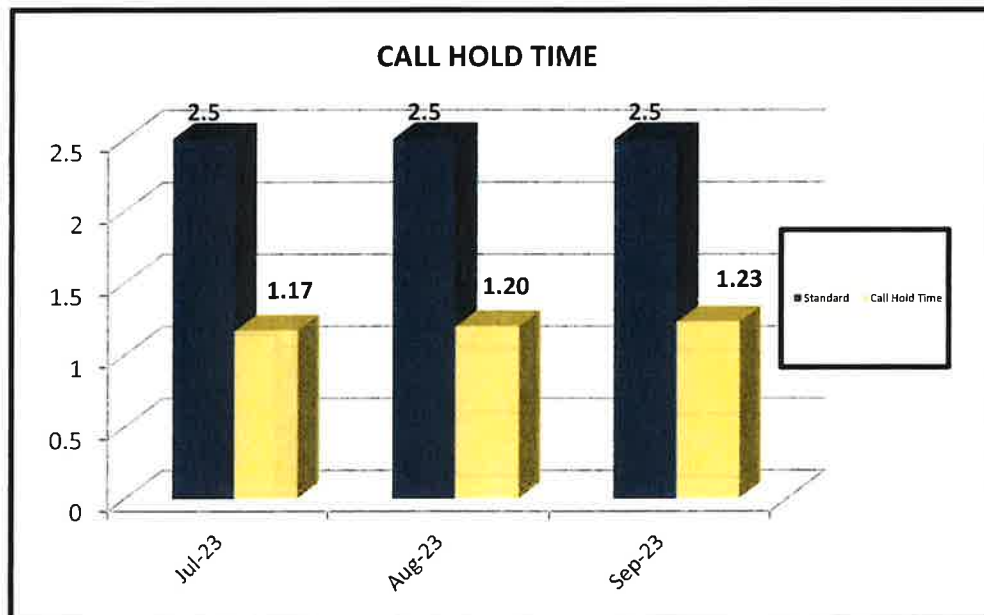
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Jul-23	1.4	0
Aug-23	1.4	0
Sep-23	1.4	1



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, JULY 2023 - SEPTEMBER 2023**

MONTH	STANDARD	CALL HOLD TIME
Jul-23	2.5	1.17
Aug-23	2.5	1.20
Sep-23	2.5	1.23

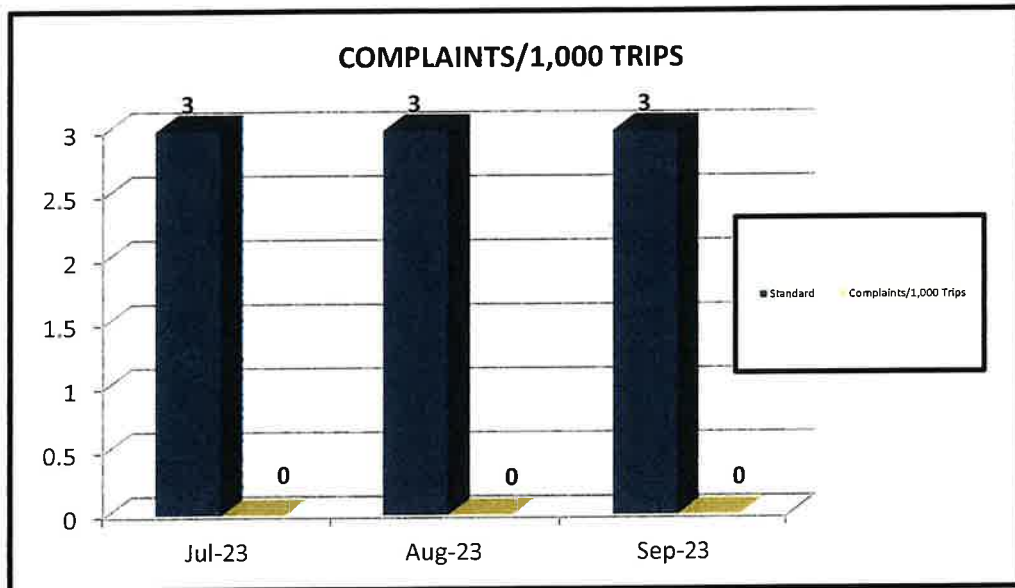


Source: MV Contract Transportation, Inc. Operations Report

# TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, JULY 2023 - SEPTEMBER 2023

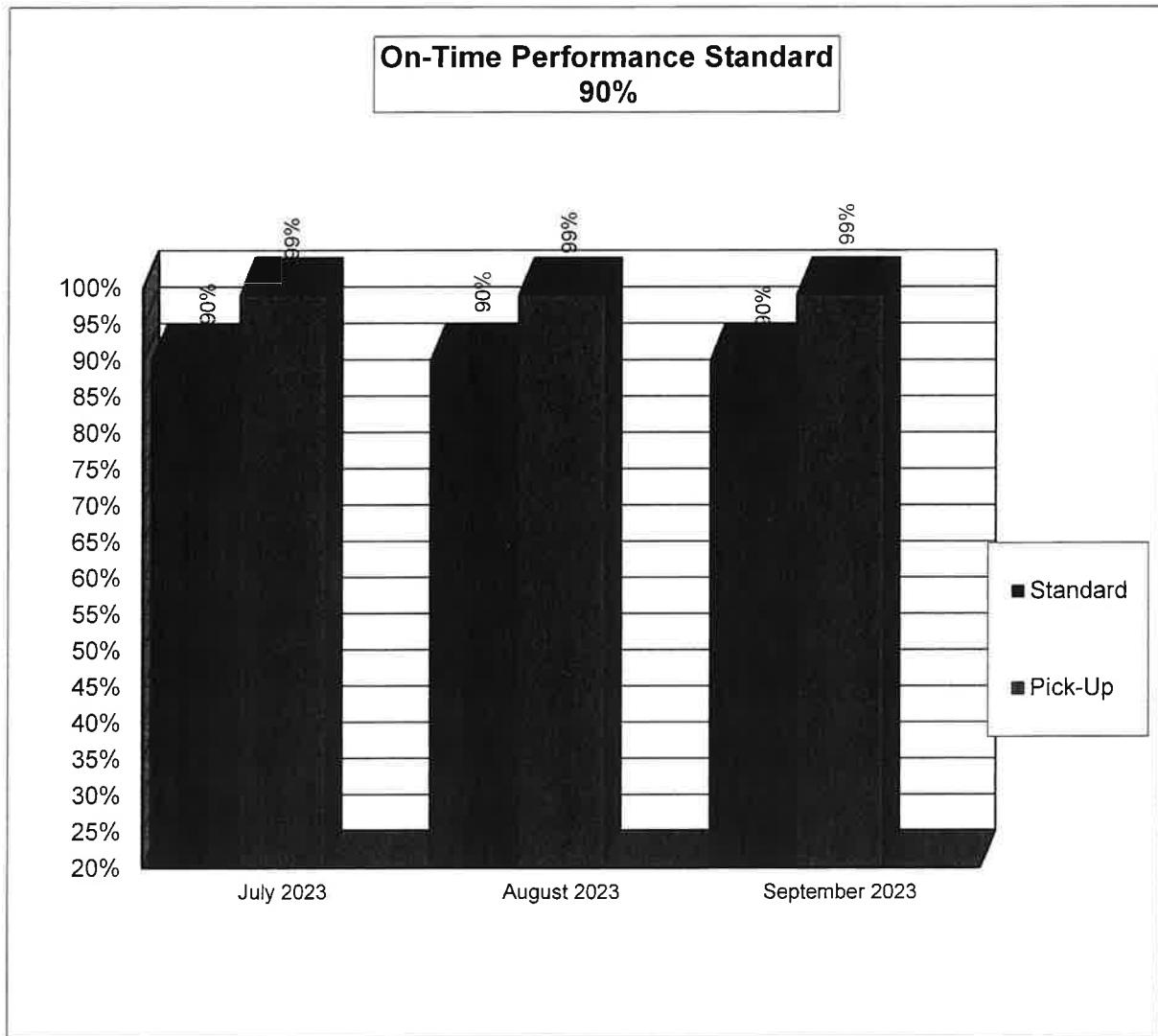
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jul-23	3	0
Aug-23	3	0
Sep-23	3	0



Source: MV Contract Transportation, Inc. Operations Report

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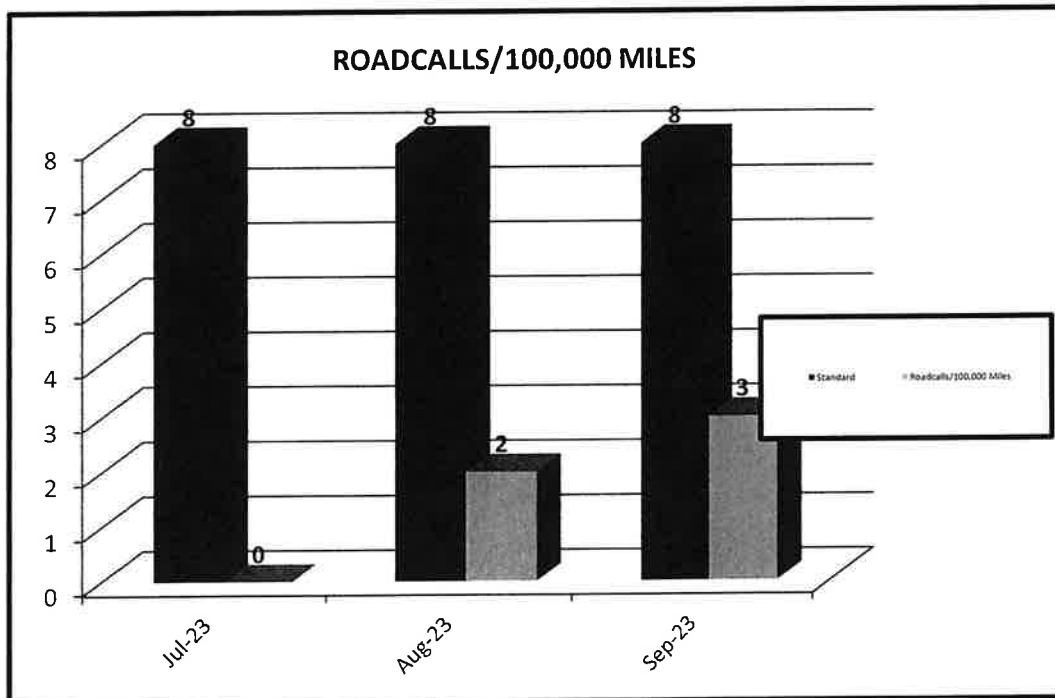
**TRANSPORTATION DISADVANTAGED SERVICE PLAN  
STANDARDS OF PERFORMANCE  
ALACHUA COUNTY  
July 2023 - September 2023**



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

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, JULY 2023 - SEPTEMBER 2023**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jul-23	8	0
Aug-23	8	2
Sep-23	8	3



Source: MV Contract Transportation, Inc. Operations Report





***Meeting***

***Agenda***


***Enclosures***





November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment -  
State Road 26 (West University Avenue) Urban Corridor Planning and  
State Road 24 (U.S. Highway 441/SW 13th Street/Martin Luther King Jr. Highway)  
Bicycle/Pedestrian Trail

JOINT RECOMMENDATION

**The Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program to add funding into Fiscal Year 2023-24 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1.**

Due to lack of quorums, the Bicycle/Pedestrian Advisory Board and Citizens Advisory Committee meetings were cancelled.

BACKGROUND

The Florida Department of Transportation has requested that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program to add the following projects to Fiscal Year 2023-24:

- State Road 26 (West University Avenue) Urban Corridor Planning from State Road 121 (NW 34th Street) to SE 31st Street [2155994]; and
- State Road 24 (U.S. Highway 441/SW 13th Street/Martin Luther King Jr. Highway) Bicycle/Pedestrian Trail from SW 11th Avenue to Museum Road [4322406].

The West University Avenue Urban Corridor Planning project is a new project. The SW 13th Street bicycle/pedestrian trail preliminary engineering project is to be advanced into Fiscal Year 2023-24 from Fiscal Year 2025-26 in the draft Fiscal Years 2024-25 to 2028-29 Florida Department of Transportation Tentative Work Program. This amendment is needed in order for these funds to be spent in the Gainesville Metropolitan Area.

Attachment

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EXHIBIT 1



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

November 6, 2023

Michael B. Escalante  
Senior Planner  
Gainesville MTPO  
2009 NW 67th Place  
Gainesville, FL 32653

**Re: FDOT Amendment request for the Gainesville TPO Transportation Improvement Program (TIP) for FY 2023/24 – FY 2027/28**

Dear Michael:

The Florida Department of Transportation (FDOT) requests Board approval for an amendment to the Transportation Improvement Program (TIP) for FY 2023/24 through FY 2027/28. Please add the following TIP Amendment requests for action by the Gainesville TPO Board at their December meeting.

Please include the amounts listed for the total project in the TIP Amendment Report.

The following are new individual projects added to the current STIP:

**215599-4 SR26(W University Ave) from NW 34<sup>th</sup> Street to SE 31<sup>st</sup> Street  
Urban Corridor Planning – Alachua County \*SIS\***

<u>Fund</u>	<u>Phase</u>	<u>FY 2024</u>
SA	PE	\$1,001
ACSU	PE	\$1,511,724

**432240-6 SR24(US441) SW 13<sup>th</sup>/MLK Jr Highway from SW 11<sup>th</sup> Ave to Museum Rd  
Bike Path/Trail – Alachua County \*NON-SIS\***

<u>Fund</u>	<u>Phase</u>	<u>FY 2024</u>
SA	PE	\$5,000
ACSU	PE	\$500,000

If you have any questions, please do not hesitate to contact me: [hillary.laskey@dot.state.fl.us](mailto:hillary.laskey@dot.state.fl.us) or call: (904) 360-5681.

Sincerely,

*Hillary Laskey*

Hillary Laskey  
Gainesville MTPO Liaison  
FDOT District Two

cc: Achaia Brown



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November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Florida Department of Transportation Draft Tentative Five-Year Work Program  
2024-25 to 2028-29

#### STAFF RECOMMENDATION

#### **Receive a Florida Department of Transportation presentation on its draft Tentative Five-Year Work Program 2024-25 to 2028-29.**

The Tentative Five-Year Work Program (Exhibit 1) was not available for review by the Metropolitan Transportation Planning Organization or its Advisory Committees - 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 2024-25 to 2028-29). At the November 15, 2023 Technical Advisory Committee meeting, Florida Department of Transportation staff announced that it would make a draft Tentative Five-Year Work Program presentation at the December 4, 2023 Metropolitan Transportation Planning Organization meeting.

#### Action Taken

The Florida Department of Transportation has usually 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. With the forthcoming accelerated legislative calendar, there was insufficient time to provide the draft Tentative Five-Year Work Program to the Metropolitan Transportation Planning Organization or its Advisory Committees. As in the past, Metropolitan Transportation Planning Organization staff reviewed and provided comments on the draft Tentative Five-Year Work Program to the Florida Department of Transportation (see Exhibit 2).

Exhibit 3 is the Florida Department of Transportation response letter concerning review comments from Metropolitan Transportation Planning Organization staff on the draft Tentative Five-Year Work Program.

#### Attachments

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DISTRICT 2



# TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2025 TO FISCAL YEAR 2029



SUMMARY REPORT - ALACHUA COUNTY

AS OF 10/11/2023-3:07 PM SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2  
PROJECTS FUNDED JULY 1, 2024 TO JUNE 30, 2029  
VISIT US AT [WWW.FDOT.GOV/WPPH/DISTRICT2](http://WWW.FDOT.GOV/WPPH/DISTRICT2)



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 11, 2023**

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

**ALACHUA COUNTY****Fixed Capital Outlay****452101-1 - BOILER REPLACEMENT BUILDINGS D/E (DESIGN AND CONSTRUCTION)**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$100,000	\$100,000			
<b>Total for Project 452101-1</b>		<b>\$100,000</b>	<b>\$100,000</b>			

**444863-1 - GAINESV ST MTLs OFC - HVAC DUST COLLECTION SYSTEM MAINTENANCE**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
<b>Total for Project 444863-1</b>		<b>\$40,000</b>	<b>\$40,000</b>	<b>\$40,000</b>	<b>\$40,000</b>	<b>\$40,000</b>

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

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$300,000	\$300,000	\$200,000		
<b>Total for Project 448273-1</b>		<b>\$300,000</b>	<b>\$300,000</b>	<b>\$200,000</b>		

**449976-6 - GAINESVILLE MAINTENANCE NEW SHOP CANOPY**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$245,000				
<b>Total for Project 449976-6</b>		<b>\$245,000</b>				

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

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$100,000				
<b>Total for Project 450286-1</b>		<b>\$100,000</b>				

**450287-1 - GAINESVILLE SMO - GENERATOR CONVERSION - DIESEL TO NATURAL GAS**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$300,000				
<b>Total for Project 450287-1</b>		<b>\$300,000</b>				

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 11, 2023**

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

**ALACHUA COUNTY****Fixed Capital Outlay****450297-1 - SMO - SECURITY - BOLLARDS (BLDG D)**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$43,000				
<b>Total for Project 450297-1</b>		<b>\$43,000</b>				

**450298-1 - SMO - SECURITY - BOLLARDS (BLDG E)**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$43,000				
<b>Total for Project 450298-1</b>		<b>\$43,000</b>				

**450296-1 - SMO - SECURITY BOLLARDS (BLDG A/B)**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$43,000				
<b>Total for Project 450296-1</b>		<b>\$43,000</b>				

**450294-1 - SMO RENOVATIONS-BLDG A 2ND FLOOR (APT CONTROL & MONITOR SYSTEM)**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State		\$500,000			
<b>Total for Project 450294-1</b>			<b>\$500,000</b>			

**450295-1 - SMO SECURTY - ADD BOLLARDS (BLDG C) AND HAZMAT ROOM**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$43,000				
<b>Total for Project 450295-1</b>		<b>\$43,000</b>				

**450293-1 - SMO-RAISED MEDIAN WITH POST FOR CARD READER BETWEEN SMO/MAINTENANCE YD**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State			\$100,000		
<b>Total for Project 450293-1</b>				<b>\$100,000</b>		



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 11, 2023**

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

**ALACHUA COUNTY****Freight Logistics And Passenger Operations Program: Aviation****429303-2 - GAINESVILLE REG APT DESIGN & CONST T-HANGARS & TAXILANES PFL0014358**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Local					\$1,500,000
	State					\$1,500,000
						\$3,000,000
<b>Total for Project 429303-2</b>						

**438739-2 - GAINESVILLE REG APT DESIGN & CONSTRUCT TXWY C PFL0012567**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Federal		\$3,690,000			
	Local		\$205,000			
	State		\$205,000			
<b>Total for Project 438739-2</b>			\$4,100,000			

**436594-2 - GAINESVILLE REG APT LAND ACQ TO FACILITATE OBSTACLE REMOVAL PFL0012818**

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Federal					\$3,600,000
	Local					\$200,000
	State					\$200,000
<b>Total for Project 436594-2</b>						\$4,000,000

**428830-1 - GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Local	\$500,000	\$500,000			
	State	\$500,000	\$500,000			
		\$1,000,000	\$1,000,000			
<b>Total for Project 428830-1</b>		\$1,000,000	\$1,000,000			

**428832-1 - GAINESVILLE REGIONAL APT AIRFIELD DRAINAGE IMPROVEMENTS PFL008733**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Local		\$200,000			
	State		\$200,000			
			\$400,000			
<b>Total for Project 428832-1</b>			\$400,000			

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 11, 2023**

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

**ALACHUA COUNTY****Freight Logistics And Passenger Operations Program: Aviation****436594-3 - GAINESVILLE REGIONAL APT COMMERCIAL APRON EXPANSION PFL0013966**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Federal	\$9,000,000			\$5,859,000	
	Local	\$500,000			\$325,500	
	State	\$500,000			\$325,500	
<b>Total for Project 436594-3</b>		<b>\$10,000,000</b>			<b>\$6,510,000</b>	

**434921-2 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT BULK HANGAR PFL0010364**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Local				\$1,000,000	
	State				\$1,000,000	
<b>Total for Project 434921-2</b>					<b>\$2,000,000</b>	

**429036-2 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT NEW GA TERMINAL PFL0013433**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Federal		\$13,050,000			
	Local		\$725,000			
	State		\$725,000			
<b>Total for Project 429036-2</b>			<b>\$14,500,000</b>			

**432958-2 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT TWY E CONNECTOR PFL0013968**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Federal		\$1,665,000			
	Local		\$92,500			
	State		\$92,500			
<b>Total for Project 432958-2</b>			<b>\$1,850,000</b>			

**440038-1 - GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Local	\$172,500				
	State	\$172,500				
<b>Total for Project 440038-1</b>		<b>\$345,000</b>				

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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	2025	2026	2027	2028	2029
Capital	Federal		\$261,000			
	Local		\$14,500			
	State		\$14,500			
<b>Total for Project 443801-1</b>			<b>\$290,000</b>			

**443803-1 - GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 1**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Local			\$675,000		
	State			\$675,000		
<b>Total for Project 443803-1</b>				<b>\$1,350,000</b>		

**443800-1 - GAINESVILLE REGIONAL APT PURCHASE AIRFIELD EQUIPMENT PFL0011688**

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Local	\$60,000				
	State	\$60,000				
<b>Total for Project 443800-1</b>		<b>\$120,000</b>				

**440049-1 - GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Local				\$175,000	
	State				\$175,000	
<b>Total for Project 440049-1</b>					<b>\$350,000</b>	

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**ALACHUA COUNTY****Freight Logistics And Passenger Operations Program: Transit****441520-1 - ALACHUA CO RTS TRANSIT IMPROVEMENT SECTION 5339**

Type of Work: TRANSIT IMPROVEMENT

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Federal	\$364,001	\$364,001	\$364,001	\$364,001	
	Local	\$91,000	\$91,000	\$91,000	\$91,000	
<b>Total for Project 441520-1</b>		<b>\$455,001</b>	<b>\$455,001</b>	<b>\$455,001</b>	<b>\$455,001</b>	

**427250-1 - ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING**

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2025	2026	2027	2028	2029
Operations	Federal	\$466,951	\$480,960	\$495,389	\$510,251	\$525,558
	Local	\$466,951	\$480,960	\$495,389	\$510,251	\$525,558
<b>Total for Project 427250-1</b>		<b>\$933,902</b>	<b>\$961,920</b>	<b>\$990,778</b>	<b>\$1,020,502</b>	<b>\$1,051,116</b>

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

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2025	2026	2027	2028	2029
Capital	Federal	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	
	Local	\$1,050,000	\$1,050,000	\$1,050,000	\$1,050,000	
<b>Total for Project 404026-1</b>		<b>\$5,250,000</b>	<b>\$5,250,000</b>	<b>\$5,250,000</b>	<b>\$5,250,000</b>	

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

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2025	2026	2027	2028	2029
Operations	Federal	\$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	
<b>Total for Project 215546-2</b>		<b>\$3,600,000</b>	<b>\$3,600,000</b>	<b>\$3,600,000</b>	<b>\$3,600,000</b>	

**411757-1 - GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS**

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2025	2026	2027	2028	2029
Operations	Local	\$2,065,764	\$2,127,737	\$2,191,569	\$2,257,316	\$2,325,036
	State	\$2,065,764	\$2,127,737	\$2,191,569	\$2,257,316	\$2,325,036
<b>Total for Project 411757-1</b>		<b>\$4,131,528</b>	<b>\$4,255,474</b>	<b>\$4,383,138</b>	<b>\$4,514,632</b>	<b>\$4,650,072</b>



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**447233-2 - CITY OF GAINESVILLE; MULTIPLE LOCATIONS**

Type of Work: SIDEWALK

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal		\$590,000			
<b>Total for Project 447233-2</b>			<b>\$590,000</b>			

**447476-1 - CR231 AT NW156TH AVENUE**

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal		\$632,417			
<b>Total for Project 447476-1</b>			<b>\$632,417</b>			

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

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2025	2026	2027	2028	2029
Operations	State	\$1,212,691	\$1,249,071	\$1,287,794	\$1,327,714	\$1,368,872
<b>Total for Project 413517-1</b>		<b>\$1,212,691</b>	<b>\$1,249,071</b>	<b>\$1,287,794</b>	<b>\$1,327,714</b>	<b>\$1,368,872</b>

**423071-3 - I-75(SR93) @ SR121**

Type of Work: INTERCHANGE - ADD LANES

Phase	Funding Source	2025	2026	2027	2028	2029
Right of Way	Federal	\$2,206,154				
<b>Total for Project 423071-3</b>		<b>\$2,206,154</b>				

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

Type of Work: ADD LANES &amp; RECONSTRUCT

Phase	Funding Source	2025	2026	2027	2028	2029
PD & E	State			\$1,550,000		
<b>Total for Project 423071-5</b>				<b>\$1,550,000</b>		

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

Type of Work: REST AREA

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	State				\$2,200,000	
<b>Total for Project 214952-2</b>					<b>\$2,200,000</b>	

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**427326-2 - NW 141ST STREET AND NW 166TH PLACE**

Type of Work: SIDEWALK

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal	\$83,614				
Construction	Federal			\$421,803		
<b>Total for Project 427326-2</b>		<b>\$83,614</b>		<b>\$421,803</b>		

**211209-2 - NW 43RD ST NORTH OF NW16TH BLVD AND NW 23RD AVE**

Type of Work: MEDIAN MODIFICATION

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal	\$235,987				
Construction	Federal			\$1,151,665		
<b>Total for Project 211209-2</b>		<b>\$235,987</b>		<b>\$1,151,665</b>		

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

Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal		\$360,646			
<b>Total for Project 445573-1</b>			<b>\$360,646</b>			

**435889-1 - SR120(NW 23 AVE) & SR25(US441)(NW 13 ST)**

Type of Work: TRAFFIC SIGNAL UPDATE

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State				\$2,413,303	
<b>Total for Project 435889-1</b>					<b>\$2,413,303</b>	

**207712-6 - SR121(34TH STREET) FROM SR331(SE WILLISTON RD) TO NW 16TH BLVD**

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	State	\$1,844,399				
Construction	Federal			\$5,108,933		
	State			\$8,525,190		
<b>Total for Project 207712-6</b>		<b>\$1,844,399</b>		<b>\$13,634,123</b>		

**443701-1 - SR20 EAST ON-RAMP IN HAWTHORNE RR CROSSING #625010J**

Type of Work: RAILROAD CROSSING

Phase	Funding Source	2025	2026	2027	2028	2029
Railroad & Utilities	State		\$450,000			
<b>Total for Project 443701-1</b>			<b>\$450,000</b>			

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**443695-1 - SR20 W ON-RAMP IN HAWTHORNE RR CROSSING NUMBER 927690S**

Type of Work: RAILROAD CROSSING

Phase	Funding Source	2025	2026	2027	2028	2029
Railroad & Utilities	State	\$361,504				
<b>Total for Project 443695-1</b>		<b>\$361,504</b>				

**207648-7 - SR20(US441)N MLK MEM HWY FROM CR2054 TO NW 167TH BLVD**

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Railroad & Utilities	Federal	\$50,000				
Construction	Federal		\$4,676,062			
	State		\$4,143,939			
<b>Total for Project 207648-7</b>		<b>\$50,000</b>	<b>\$8,820,001</b>			

**207794-4 - SR200(US301) AT SE 57TH AVE**

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2025	2026	2027	2028	2029
Right of Way	Federal	\$126,744				
<b>Total for Project 207794-4</b>		<b>\$126,744</b>				

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

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal	\$14,952,067				
	State	\$3,972,139				
<b>Total for Project 207794-3</b>		<b>\$18,924,206</b>				

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

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal	\$5,977,650				
	State	\$4,476,859				
<b>Total for Project 434318-2</b>		<b>\$10,454,509</b>				

**447032-2 - SR222(39TH AVE) FROM W OF I-75 TO SR121(NW 34TH ST)**

Type of Work: LANDSCAPING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	State		\$1,059,359			
Construction	State			\$1,896,649		
<b>Total for Project 447032-2</b>			<b>\$1,059,359</b>	<b>\$1,896,649</b>		

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**ALACHUA COUNTY****Highways****207611-5 - SR222(NW39TH AVE) FROM NW 43RD STREET TO NW 24TH BLVD**

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal	\$1,826,185				
	Local	\$66,885				
	State	\$2,424,144				
<b>Total for Project 207611-5</b>		<b>\$4,317,214</b>				

**449844-2 - SR24(ARCHER RD) AT SW 143RD ST AND SW 111TH TERR**

Type of Work: ADD LEFT TURN LANE(S)

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal	\$2,505,950				
<b>Total for Project 449844-2</b>		<b>\$2,505,950</b>				

**443638-1 - SR24(ARCHER ROAD) FROM SOUTHWEST 16TH AVENUE TO SOUTHWEST 13TH STREET**

Type of Work: LANDSCAPING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	State		\$265,000			
Construction	State				\$1,336,680	
<b>Total for Project 443638-1</b>			<b>\$265,000</b>		<b>\$1,336,680</b>	

**447203-1 - SR24(KENNARD ST) IN WALDO FROM NE 148TH AVE TO NE 144TH AVE**

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal	\$616,252				
	State	\$149,266				
Construction	Federal			\$5,843,763		
	State			\$471,302		
<b>Total for Project 447203-1</b>		<b>\$765,518</b>		<b>\$6,315,065</b>		

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

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal	\$7,072,791				
	Local	\$30,056				
	State	\$617,529				
<b>Total for Project 439489-2</b>		<b>\$7,720,376</b>				

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**449844-1 - SR24(SW ARCHER RD) AT SR121(SW34TH ST)**

Type of Work: TRAFFIC SIGNAL UPDATE

Phase	Funding Source	2025	2026	2027	2028	2029
Right of Way	State	\$35,711				
Construction	Federal					\$2,040,122
<b>Total for Project 449844-1</b>		<b>\$35,711</b>				<b>\$2,040,122</b>

**432240-4 - SR24(US441)SW13TH/MLK JR HWY FROM MUSEUM ROAD TO INNER ROAD**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal		\$452,794			
Construction	Federal				\$2,888,176	
<b>Total for Project 432240-4</b>			<b>\$452,794</b>		<b>\$2,888,176</b>	

**207555-4 - SR24A/SR226(SW16TH AVE) FROM SR24(ARCHER RD) TO SR331(SE WILLISTON RD)**

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	State	\$997,473				
Construction	Federal			\$4,217,524		
	State			\$430,081		
<b>Total for Project 207555-4</b>		<b>\$997,473</b>		<b>\$4,647,605</b>		

**207761-2 - SR26 AT HATCHET CREEK BRIDGE #260033**

Type of Work: BRIDGE-REPAIR/REHABILITATION

Phase	Funding Source	2025	2026	2027	2028	2029
Right of Way	State	\$1,265				
Construction	State	\$5,091,991				
<b>Total for Project 207761-2</b>		<b>\$5,093,256</b>				

**207850-2 - SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY**

Type of Work: ADD LANES &amp; RECONSTRUCT

Phase	Funding Source	2025	2026	2027	2028	2029
Right of Way	State	\$6,244,100	\$2,218,969	\$98,380		
Railroad & Utilities	State			\$7,500,112		
Construction	Local			\$8,881		
	State			\$57,260,260		
<b>Total for Project 207850-2</b>		<b>\$6,244,100</b>	<b>\$2,218,969</b>	<b>\$64,867,633</b>		



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**ALACHUA COUNTY****Highways****207668-3 - SR26(NEWBERRY RD) FROM WEST OF CR241 SOUTH TO WEST OF I-75(SR93)**

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal	\$11,514,672				
	State	\$2,364,171				
<b>Total for Project 207668-3</b>		<b>\$13,878,843</b>				

**207658-3 - SR26(W UNIVERSITY AVE) FROM SR26A(SW 2ND AVE) TO SR25(US441)SW 13TH ST**

Type of Work: LIGHTING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal	\$832,863				
Construction	State				\$4,425,732	
<b>Total for Project 207658-3</b>		<b>\$832,863</b>			<b>\$4,425,732</b>	

**207817-5 - SR26(W UNIVERSITY AVE) FROM SW 38TH ST TO GALE LEMERAND DR**

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	State	\$1,098,827				
Construction	Federal			\$2,206,012		
	State			\$1,688,931		
<b>Total for Project 207817-5</b>		<b>\$1,098,827</b>		<b>\$3,894,943</b>		

**435890-1 - SR331 AT SE 4TH AVE, SE 2ND AVE, SR26, NE 16TH AVE, SR120**

Type of Work: TRAFFIC SIGNAL UPDATE

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Local				\$12,056	
	State				\$4,896,037	
<b>Total for Project 435890-1</b>					<b>\$4,908,093</b>	

**207798-8 - SR45(US27) FROM SR24(ARCHER RD) TO SW 15TH AVENUE**

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	State	\$1,577,540				
Construction	Federal			\$3,922,795		
	State			\$4,289,793		
<b>Total for Project 207798-8</b>		<b>\$1,577,540</b>		<b>\$8,212,588</b>		

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**ALACHUA COUNTY****Highways****207779-3 - SR45(US27) FROM SW15TH AVENUE TO SR25(US441)**

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Railroad & Utilities	Federal	\$50,000				
Construction	Federal		\$3,031,217			
	State		\$8,782,210			
<b>Total for Project 207779-3</b>		<b>\$50,000</b>	<b>\$11,813,427</b>			

**439176-1 - SR45(US41) FROM SW 15TH AVE TO SOUTH OF SR26**

Type of Work: SIDEWALK

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal			\$654,750		
<b>Total for Project 439176-1</b>				<b>\$654,750</b>		

**432240-3 - SW 170TH/SW 134TH TO US41**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal		\$337,881			
<b>Total for Project 432240-3</b>			<b>\$337,881</b>			

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

Type of Work: SIDEWALK

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal	\$500,601				
Construction	Federal			\$575,108		
<b>Total for Project 207648-6</b>		<b>\$500,601</b>		<b>\$575,108</b>		

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Maintenance

**214301-4 - ALACHUA**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
<b>Total for Project 214301-4</b>		<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>

**214301-5 - ALACHUA COUNTY DITCH CLEANING**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$250,000				
<b>Total for Project 214301-5</b>		<b>\$250,000</b>				

**214938-4 - ALACHUA COUNTY ROUTINE MAINTENANCE - INTERSTATE**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
<b>Total for Project 214938-4</b>		<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>

**451206-1 - CARPET AND VINYL TILE REPLACEMENT**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$50,000	\$50,000	\$50,000	\$50,000	
<b>Total for Project 451206-1</b>		<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	

**438905-2 - CONCRETE REPAIRS IN ALACHUA COUNTY**

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$120,000	\$120,000			
<b>Total for Project 438905-2</b>		<b>\$120,000</b>	<b>\$120,000</b>			

**451209-1 - GLASS WINDOW REPLACEMENTS**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$13,000	\$13,000	\$13,000	\$13,000	\$13,000
<b>Total for Project 451209-1</b>		<b>\$13,000</b>	<b>\$13,000</b>	<b>\$13,000</b>	<b>\$13,000</b>	<b>\$13,000</b>



**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 11, 2023**

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

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

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$4,503,652	\$4,503,652	\$4,503,652	\$4,250,000	\$4,250,000
<b>Total for Project 440491-4</b>		<b>\$4,503,652</b>	<b>\$4,503,652</b>	<b>\$4,503,652</b>	<b>\$4,250,000</b>	<b>\$4,250,000</b>

**414403-1 - LIGHTING AGREEMENTS ALACHUA COUNTY**

Type of Work: LIGHTING

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$1,350,364	\$1,390,863			
<b>Total for Project 414403-1</b>		<b>\$1,350,364</b>	<b>\$1,390,863</b>			

**451211-1 - PAINTING/CLEANING - INTERIOR & EXTERIOR**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$40,000	\$40,000	\$40,000	\$40,000	
<b>Total for Project 451211-1</b>		<b>\$40,000</b>	<b>\$40,000</b>	<b>\$40,000</b>	<b>\$40,000</b>	

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 11, 2023**

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

**ALACHUA COUNTY**

**Transportation Planning**

**439318-5 - GAINESVILLE MPO FY 2024/2025-2025/2026 UPWP**

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2025	2026	2027	2028	2029
Planning	Federal	\$761,321	\$767,628			
<b>Total for Project 439318-5</b>		<b>\$761,321</b>	<b>\$767,628</b>			

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

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2025	2026	2027	2028	2029
Planning	Federal			\$767,631	\$767,631	
<b>Total for Project 439318-6</b>				<b>\$767,631</b>	<b>\$767,631</b>	

**439318-7 - GAINESVILLE MPO FY 2028/2029-2029/2030 UPWP**

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2025	2026	2027	2028	2029
Planning	Federal					\$767,629
<b>Total for Project 439318-7</b>						<b>\$767,629</b>

## EXHIBIT 2



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

October 30, 2023

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

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

Dear Secretary Evans:

At the October 2, 2023 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting, Florida Department of Transportation staff reported on the accelerated schedule for the review of the draft Florida Department of Transportation Tentative Five-Year Work Program 2024-25 through 2028-29. Metropolitan Transportation Planning Organization staff reported that, as in the past, it would conduct a staff review to meet the comment deadline of November 1, 2023. In accordance with the recommendation in its October 2, 2023-approved Membership Apportionment Plan, the draft Tentative Work Program was reviewed countywide in anticipation of development of a countywide Transportation Improvement Program and List of Priority Projects.

Below are reiterations of previous comments for unfunded projects to be considered for funding in the Tentative Work Program and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:

1. Priority 1 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;
2. 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;
3. Priority 3 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Removal of Sliplanes; and
4. Priority 4 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Traffic Signal Update Project [4358911] consideration of the removal of the sliplanes in scoping and design of the traffic signal update once it is back in the Five-Year Work Program period.

Thank you for the opportunity to comment on the Tentative Five-Year Work Program. If you have any questions concerning this matter, please do not hesitate to contact me at 352.955.2200, extension 101.

Sincerely,

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

xc: James Knight, Florida Department of Transportation District 2 Urban Planning Administrator  
Achaia Brown, Florida Department of Transportation District 2 Transportation Planning Manager  
Hillary Laskey, Florida Department of Transportation District 2 Transportation Planner

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*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

1109 S. Marion Avenue  
Lake City, FL 32025

JARED W. PERDUE, P.E.  
SECRETARY

SK ME

November 13, 2023

Scott R. Koons, AICP  
Executive Director  
Gainesville Metropolitan Transportation Planning Organization (GMTPO)  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653-1603

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

Dear Mr. Koons,

Thank you for your letter dated October 30, 2023, regarding unfunded projects to be considered for funding in the Tentative Five-Year Work Program 2024-25 through 2028-29.

Part of the process of developing the Transportation Improvement Program (TIP) requires the GMTPO to submit their annual List of Priority Projects (LOPP), which is then considered by the Florida Department of Transportation (FDOT) in the development of the draft Tentative Five-Year Work Program. During this process, the LOPP is evaluated against available funding, which ultimately determines the selection of feasible projects. While preparing next year's Work Program cycle, the Florida Department of Transportation will consider your annual LOPP for the Tentative Five-Year Work Program 2025/26 – 2029/30.

At this time, we have Design funded for Priority Projects #3 and #4 (slip lane removal) under Project 432240-6 SR24 (S441) SW 13th/MLK Jr. HWY from SW 11th Ave to Museum Rd.

Please contact the Gainesville MTPO District Liaison, Hillary Laskey, at (904) 360-5681 or [hillary.laskey@dot.state.fl.us](mailto:hillary.laskey@dot.state.fl.us) if you have any questions or comments.

Sincerely,

Greg Evans  
District Secretary

**RECEIVED**


NOV 16 2023

**NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL**





November 27, 2023

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 Mary Alford;
- Vice-Chair Cynthia Moore Chestnut; and
- Secretary/Treasurer Commissioner Marihelen Wheeler.








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November 27, 2023

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, 2023, 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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**VI**

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November 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director *SRK*  
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 2024.**

**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 Mary Alford voting member, Commissioner Bryan Eastman 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	January 18	<b>CANCELLED</b>	February 6 at 3:00 p.m.
APRIL	March 15	March 16	April 3 at 3:00 p.m.
JUNE	May 17	May 18	June 5 at 5:00 p.m.
AUGUST	July 19	July 20	August 16 at 3:00 p.m. [Rescheduled]
OCTOBER	September 13	September 14	October 2 at 3:00 p.m.
DECEMBER	November 15 <b>CAC CANCELLED</b>	<b>CANCELLED</b>	December 4 at 5:00 p.m.*

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the Room 5264 Regional Transit System Administration Building, 34 SE 13th Road, Gainesville, Florida;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida unless noted.

MTPO means Metropolitan Transportation Planning Organization

TAC means Technical Advisory Committee

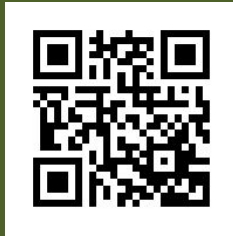
CAC means Citizens Advisory Committee

B/PAB means Bicycle/Pedestrian Advisory Board

NCFRPC means North Central Florida Regional Planning Council

TMC means City of Gainesville Traffic Management Center

\*December 4, 2023 meeting will commence at 5:00 p.m. at the earliest following conclusion of the Joint Alachua County-City of Gainesville Meeting.



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# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

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