

# Meeting Packet

## October 7, 2024

### 3:00 p.m.



Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area





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

---

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

September 30, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Cynthia Moore Chestnut, Chair

SUBJECT: **Meeting Announcement**

On **October 7, 2024 at 3:00 p.m.**, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will conduct a hybrid public meeting. The meeting will be conducted via communications media technology and in the **John R. "Jack" Durrance Auditorium, Alachua County Administration Building**, Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

Page Intentionally Left Blank



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

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

**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 7, 2024**

**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 #115**

**II. Year 2050 Long-Range Transportation Plan Update -  
Draft Vision, Principles and Strategies**

**APPROVE STAFF  
RECOMMENDATION**

The long-range transportation plan federal and state requirements remain unchanged for the Year 2050 update. Therefore, the draft year 2050 Vision, Principles and Strategies are recommended to remain the same.

**Page #127**

**III. Metropolitan Planning Organization  
Staffing Structure**

**FOR INFORMATION ONLY**

The Alachua County Board of County Commissioners has appointed two county commissioners and the City of Gainesville City Commission has appointed two city commissioners and the Mayor to serve as members of the Transition Steering Committee. A meeting of the Committee will be scheduled to discuss next steps concerning the transition.

**Back  
Cover**

**IV. Next Meeting**

**FOR INFORMATION ONLY**

The next Metropolitan Transportation Planning Organization meeting is scheduled for December 2, 2024 at 5:00 p.m.

## **V. Comments**

- A. Florida Department of Transportation Report\*
- B. Metropolitan Transportation Planning Organization Members\*
- C. Public Comments\*

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

- D. Chair's Report\*

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

\*No backup material included with the attached agenda material.





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

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

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

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

3:00 p.m.  
October 7, 2024

**STAFF RECOMMENDATION**

Page #7 CA. 1 Minutes - September 16, 2024 **APPROVE MINUTES**

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

Page #25 CA. 2 Amended Budget for Fiscal Year 2023-24 **APPROVE STAFF  
RECOMMENDATION**

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

Page #29 CA. 3 Subtask 5.1 State Road 24 (Archer Road) Plan -  
Scope of Services / Request for Proposal **APPROVE STAFF  
RECOMMENDATION**

The Metropolitan Transportation Planning Organization has allocated funding for a consultant to develop a Complete Streets planning study for State Road 24 (Archer Road) Corridor between State Road 121 (SW 34th Street) and State Road 25 (SW 13th Street).

Page #55 CA. 4 Subtask 5.2 State Road 25 (SW 13th Street) Plan -  
Scope of Services/ Request for Proposal **APPROVE STAFF  
RECOMMENDATION**

The Metropolitan Transportation Planning Organization has allocated funding for a consultant to develop a Complete Streets planning study for State Road 25 (SW 13th Street) Corridor between State Road 331 (Williston Road) and State Road 24 (Archer Road).

Page #81 CA. 5 Florida Department of Transportation Response - **FOR INFORMATION ONLY**  
NW 83rd Street Capacity Project Funding Request

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization request to fund the Number One priority in the Year 2045 Long-Range Transportation Plan.

**Page #85      CA. 6      Gainesville Metropolitan Transportation Planning      FOR INFORMATION ONLY**  
**Organization Profile -**  
**Florida Transportation Plan 2025 System Performance Report**

The Florida Department of Transportation distributed metropolitan planning organization transportation system performance measures profiles and surveys.

**Page #95      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 #103      CA. 8      Transportation Disadvantaged Program -      APPROVE RESOLUTION**  
**Alachua County Transportation Disadvantaged Board      OF APPRECIATION**  
**Resolution of Appreciation**

Phyllis Marty served as the voting Regional Workforce Board Representative since October 2021.

**Page #107      CA. 9      Transportation Disadvantaged Program -      APPOINT CHRISTINA BROWN**  
**Alachua County Transportation Disadvantaged Board**  
**Appointment**

Christina Brown has applied to serve as the voting Regional Workforce Board Representative.

**Page #109      CA. 10      Transportation Disadvantaged Program -      FOR INFORMATION ONLY**  
**Status Report**

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



***Consent***

***Agenda***

***Enclosures***



MINUTES  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium  
Gainesville, Florida

3:00 p.m.  
September 16, 2024

MEMBERS PRESENT  
IN PERSON

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

MEMBERS ABSENT

Charles Chestnut IV  
Desmon Duncan-Walker

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons  
Michael Escalante

MEMBERS PRESENT  
VIA COMMUNICATIONS  
MEDIA TECHNOLOGY

Reina Saco

CALL TO ORDER -September 16, 2024

Chair Cynthia Moore Chestnut called the meeting to order at 3:01 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Moore Chestnut asked for approval of the meeting agenda and consent agenda. She requested that Consent Agenda Item CA.7 Metropolitan Transportation Planning Organization Membership Apportionment Plan - Status Report be placed on the regular agenda after Item IV. Resolution No. 2024-07 - Unified Planning Work Program Revision - Complete Streets Planning Study Rescheduling - State Road 24 (Waldo Road) -State Road 331 (Williston Road) and U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard.

A member requested that Item VIII. Metropolitan Planning Organization Staffing and Voting Structure be moved on the regular agenda after Item III. Transportation Improvement Program Amendment - Roll Forward Projects.

**MOTION: Commissioner Book moved to approve the Meeting Agenda and the Consent Agenda as amended to:**

- **Move Agenda Item VIII. Metropolitan Planning Organization Staffing and Voting Structure after Agenda Item III. Transportation Improvement Program Amendment - Roll Forward Projects; and**
- **Move Consent Agenda Item CA.7 .Metropolitan Transportation Planning Organization Membership Apportionment Plan - Status Report after Agenda Item IV Resolution No, 2024-07 - Unified Planning Work Program Revision - Complete Streets Planning Study Rescheduling - State Road 24 (Waldo Road) - State Road 331 (Williston Road) and U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard.**

**Commissioner Alford seconded; motion passed unanimously.**

Scott Koons, Executive Director, stated that Commissioner Reina Saco was participating in the meeting remotely due to illness.

**MOTION: Commissioner Eastman moved to accept the reason for remote participation by Commissioner Saco. Commissioner Wheeler seconded; motion passed unanimously.**

Chair Moore Chestnut offered the advisory committee applicant to speak on his candidacy.

Mr. George Dondanville spoke on his appointments to the Citizens Advisory Committee and Bicycle/Pedestrian Advisory Board.

## **II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FEDERAL TRANSIT ADMINISTRATION LOW AND NO-EMISSIONS GRANT AWARD**

Mr. Koons stated that the Federal Transit Administration announcement of recipients of its Bus and Low- and No-Emission Grant Awards for Fiscal Year 2024 included the City of Gainesville Regional Transit System. He said the Regional Transit System will receive \$26,490,000 to buy new hybrid electric buses to replace older diesel buses and upgrade its maintenance facility with a solar recharger. He added that in order for the Regional Transit System to receive these Federal Transit Administration Bus and Low- and No-Emission Grant Award funds, the Metropolitan Transportation Planning Organization needs to amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to add this project.

Mr. Jesus Gomez, City of Gainesville Transportation Director, discussed the Regional Transit System Federal Transit Administration Bus and Low- and No-Emission Grant Award and answered questions.

**MOTION: Commissioner Prizzia moved to amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to add the City of Gainesville Federal Transit Administration Bus and Low- and No-Emission Grant Award (4473963).**

**Commissioner Alford seconded the motion. Mr. Koons conducted a roll call vote.**

City Member	Yes	No	County Member	Yes	No
			Mary ALFORD	X	
Ed BOOK	X				
			Ken CORNELL	X	
Bryan EASTMAN	X				
			Anna PRIZZIA	X	
Reina SACO*	X				
Harvey WARD	X				
			Marihelen WHEELER	X	
Casey WILLITS	X				
Cynthia MOORE CHESTNUT	X				
<b>Totals</b>	<b>6</b>	<b>0</b>		<b>4</b>	<b>0</b>

\* Participating in the meeting remotely.

**Motion passed unanimously.**

### III. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - ROLL FORWARD PROJECTS

Mr. Koons stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding from Fiscal Year 2023-24 to Fiscal Year 2024-25 for several projects. He said this amendment is needed because funds for these projects were not committed by the Department by the end of the state fiscal year, June 30, 2024. He discussed the projects and answered questions.

**MOTION: Commissioner Alford moved that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2023-24 to Fiscal Year 2027-28 Transportation Improvement Program to roll forward the projects included in Exhibit 1. Commissioner Willits seconded the motion. Mr. Koons conducted a roll call vote.**

City Member	Yes	No	County Member	Yes	No
			Mary ALFORD	X	
Ed BOOK	X				
			Ken CORNELL	X	
Bryan EASTMAN	X				
			Anna PRIZZIA	X	
Reina SACO*	X				
Harvey WARD	X				
			Marihelen WHEELER	X	
Casey WILLITS	X				
Cynthia MOORE CHESTNUT	X				
<b>Totals</b>	<b>6</b>	<b>0</b>		<b>4</b>	<b>0</b>

\*Participating in the meeting remotely.

**Motion passed unanimously.**

## VIII. METROPOLITAN PLANNING ORGANIZATION STAFFING AND VOTING STRUCTURE

The Metropolitan Transportation Planning Organization discussed the Metropolitan Planning Organization Staffing and Voting Structure.

**MOTION: Commissioner Cornell moved that the Metropolitan Transportation Planning Organization:**

- 1. Establish a Steering Committee comprised of the Metropolitan Transportation Planning Organization Chair, two Alachua County Commissioners and two City of Gainesville Commissioners [or the Mayor and one City of Gainesville Commissioner];**
- 2. Refer to Alachua County to direct County staff with assistance from City Staff to hire a new Executive Director on the Metropolitan Transportation Planning Organization's behalf to:**
  - A. Direct County staff with assistance from City Staff to draft Interlocal Agreement to support hiring; and**
  - B. Set target hire date of June 2025;**
- 3. Direct its current staff (Regional Planning Council) to hire new General Planning Consultant with the assistance from the Florida Department of Transportation and Steering Committee to assist with technical responsibilities to:**
  - A. Refer to Alachua County to direct County staff with assistance from City Staff to amend Staff Services Agreement to delineate tasks for the North Central Florida Regional Planning Council staff and the new General Planning Consultant;**
  - B. Direct its staff (Regional Planning Council) to amend Unified Planning Work Program to include new General Planning Consultant Services; and**
  - C. Set Target hire date for General Planning Consultant of no later than May 2025;**
- 4. Refer to Alachua County to direct County staff with assistance from City Staff to amend Staff Services Agreement to transition from the Agreement with North Central Florida Regional Planning Council and enter an employment agreement with a new Executive Director;**
- 5. Request that Alachua County provide the advanced funding necessary for the transition involving federal PL funding reimbursable expenses; and**
- 6. Direct its staff (Regional Planning Council) working with Alachua County staff to provide updates at each meeting of the implementation of the Transition Plan.**

**Commissioner Eastman seconded; motion withdrawn.**

Ms. Kristen Young, Gainesville Citizens for Active Transportation representative, spoke concerning the metropolitan planning organization staffing.



**SUBSTITUTE MOTION:**

**Commissioner Prizzia moved to:**

- 1. Transition to an independent staffing structure for the metropolitan planning organization; and**
- 2. Have County Staff work with Regional Planning Council Staff, Florida Department of Transportation Staff and City Staff to develop a transition plan.**

**Commissioner Eastman seconded.**

**FRIENDLY AMENDMENT:**

**A member suggested recommendation of establishment of the Transition Steering Committee membership.**

**SUBSTITUTE MOTION AS AMENDED:**

**Commissioner Prizzia moved to:**

- 1. Transition to an independent staffing structure for the metropolitan planning organization;**
- 2. Have County Staff work with Regional Planning Council Staff, Florida Department of Transportation Staff and City Staff to develop a transition plan; and**
- 3. Request that the City of Gainesville City Commission and Alachua County Board of County Commissioners appoint two members each along with the Metropolitan Transportation Planning Organization Chair to serve as a Transition Steering Committee.**

**Commissioner Eastman seconded; motion passed unanimously.**

**IV. RESOLUTION NO. 2024-07 - UNIFIED PLANNING WORK PROGRAM REVISION - COMPLETE STREETS PLANNING STUDY RESCHEDULING - STATE ROAD 24 (WALDO ROAD) -STATE ROAD 331 (WILLISTON ROAD) AND U.S. HIGHWAY 441 (STATE ROAD 25/SW 13TH STREET/MARTIN LUTHER KING, JR. BOULEVARD**

Mr. Koons stated that during a recent Technical Advisory Committee meeting, City staff stated that there was an ongoing State Road 24 (Waldo Road) study from which information could be complementary to the proposed Complete Streets study and asked that the Unified Planning Work Program be revised to move the State Road 24 (Waldo Road) - State Road 331 (Williston Road) study to Year One with the State Road 25 (SW 13th Street/Martin Luther King Jr, Boulevard) study to Year Two by administratively modifying the Unified Planning Work Program. He discussed the administrative modification and answered questions.

Deborah Leistner, Gainesville Transportation Planning Manager, discussed the project timetable and answered questions.

**MOTION: Commissioner Alford moved to approve Resolution No. 2024-07 and administratively modify its Unified Planning Work Program for Fiscal Year 2024-25 and Fiscal Year 2025-26 to move the State Road 25 (SW 13th Street/Martin Luther King Jr. Boulevard) Corridor Complete Streets planning study to Year One (Fiscal Year 2024-25) and to move the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor Complete Streets planning study to Year Two (Fiscal Year 2025-26) in order to coordinate it with the current study underway in the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor. Commissioner Eastman seconded; motion passed unanimously.**

**CA.7 METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERSHIP  
APPORTIONMENT PLAN - STATUS REPORT**

Mr. Koons discussed the receipt of the Letter from the Office of the Governor. He noted that the letter recognizes the Metropolitan Transportation Planning Organization-approved Membership Reapportionment Plan and answered questions.

Several members discussed the new member ship structure.

Ms. Brown stated that having the Alachua County Board of County Commissioners appoint the Rural Elected Official Member from nominations of elected representatives from the outlying municipalities was acceptable to the Florida Department of Transportation.

**V. LIST OF PRIORITY PROJECTS - SWEETWATER GREENWAY MULTI-USE TRAIL AND  
WALDO GREENWAY TRAIL REHABILITATION**

Mr. Koons stated that the City of Gainesville was pursuing federal grants for two bicycle/pedestrian trail segments. He noted that it was typical for projects for which grants were being applied for would at a minimum need to be in the List of Priority Projects. He discussed the revisions and answered questions.

**MOTION: Commissioner Eastman moved to amend its List of Priority Projects for Fiscal Years 2025-26 to 2029-30 Table 5 Discretionary Projects to add the City of Gainesville:**

- **Sweetwater Greenway Multi-Use Trail Project as Priority 17; and**
- **Waldo Greenway Trail Rehabilitation Project as Priority 18.**

**Commissioner Alford seconded; motion passed unanimously.**

VI. STATE ROAD 26 (NEWBERRY ROAD) MULTI-USE CONCEPT PLAN FROM  
NW 43RD STREET TO SW 38TH STREET

Mr. Koons stated that the Florida Department of Transportation has submitted a State Road 26 (Newberry Road) Multi-Use Concept Plan from NW 43rd Street to SW 38th Street for review and comment by the Metropolitan Transportation Planning Organization. He discussed previous Metropolitan Transportation Planning Organization requests to the Department to remove onstreet parking and provide instreet protected bikelanes and answered questions.

Ms. Young spoke in support of removal of onstreet parking and restriping the corridor for instreet bikelanes.

**MOTION: Commissioner Book moved to have a community engagement effort before deciding what to do in the Corridor. Commissioner Alford seconded for discussion. After discussion, Commissioner Alford withdrew her second.**

Ms. Brown stated that a recommendation to remove onstreet parking and install instreet bikelanes would cause the Florida Department of Transportation to remove the State Road 26 (Newberry Road) Multi-Use Concept Plan from NW 43rd Street to SW 38th Street for its SU (Surface) Fund Internal Matrix.

**MOTION: Commissioner Alford moved to:**

- **Reiterate its request that the Florida Department of Transportation program a project to remove the onstreet parking and restripe State Road 26 (West Newberry Road) for protected instreet bikelanes between NW 43rd Street and NW 38th Street.; and**
- **Authorize the Chair to send a letter to the Florida Department of Transportation clarifying its position on the removal of the onstreet parking and restriping State Road 26 (West Newberry Road) for protected instreet bikelanes between NW 43rd Street and NW 38th Street.**

**Commissioner Cornell seconded; Motion passed 9 to 1 (Commissioner Book in dissent).**

VII. ALACHUA COUNTY ROAD DESIGN CONCEPTS

Mr. Koons stated that the Metropolitan Transportation Planning Organization had requested a presentation on Alachua County road projects, particularly those within the Gainesville City Limits.

Ramon Gavarette, Alachua County Public Works Director, made a brief presentation. He noted that due to significant cost increases, Alachua County was in a Pavement Management Program mode (resurfacing existing facilities) only. He reported that the County was not undertaking any capacity projects with the exception of transportation system management modifications such as turnbays/turnlanes which facilitate the flow of through traffic.

A member asked for information concerning County Road projects within the Gainesville City Limits.

Chair Moore Chestnut suggested making SE 15th Street a Complete Street and asked Mr. Gavarette for a SE 15th Street description and cost estimate to be a Complete Street project.

Mr. Gavarette asked that the Metropolitan Transportation Planning Organization to email him with their particular transportation questions so that he could prepare responses.

IX. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons stated that the next scheduled meeting is October 7, 2024 at 3:00 p.m.

X. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Ms. Brown announced the Florida Transportation Plan Regional Workshop to be held on September 18, 2024 at 2:00 p.m. at the Florida Department of Transportation District 2 Jacksonville Urban Office.

A member requested an update on the State Road 45 (U.S. Highway 41) project.

Ms. Brown said she would provide information for the State Road 45 (U.S. Highway 41) project.

A member requested an update on the University Avenue safety projects.

Ms. Brown said that the Florida Department of Transportation would provide a presentation on the safety modifications on University Avenue.

B. PUBLIC COMMENTS

Ms. Young discussed University Avenue safety projects and the School Zone Camera Program.

C. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

There were on Member Comments.

D. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT - The meeting was adjourned at 6:01 p.m.

---

Date

---

Casey Willits, Secretary/Treasurer

**EXHIBIT A**

<b><u>Interested Citizens</u></b>	<b><u>Alachua County</u></b>	<b><u>City of Gainesville</u></b>	<b><u>Florida Department of Transportation</u></b>
George Dondanville Kristen Young	Mari Daniels Ramon Gavarette Jeffrey Hays Corbin Hanson Alison Moss Alan Yeatter	Jesus Gomez Deborah Leistner Andrew Persons	None

\* Via communications media technology  
# Provided written comments

t:\mike\ern25\mtpo\minutes\sep16min.doc

Page Left Blank Intentionally





**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.  
September 16, 2024**

**STAFF RECOMMENDATION**

- Page #7 CA. 1 Minutes - June 3, 2024 APPROVE MINUTES**  
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #17 CA. 2 Proposed Budget for Fiscal Year 2024-25 APPROVE STAFF RECOMMENDATION**  
This budget establishes revenue and expenditure levels for the fiscal year.
- Page #21 CA. 3 Resolution No. 2024-06 - Gainesville Urban Area and Roadway Functional Classification Map Series APPROVE STAFF RECOMMENDATION**  
The Florida Department of Transportation has requested approval of the Gainesville Urban Area and Roadway Functional Classification Map Series by the Metropolitan Transportation Planning Organization.
- Page #37 CA. 4 Bicycle Pedestrian Advisory Board Vacancy APPROVE STAFF RECOMMENDATION**  
George Dondanville has applied to fill a Metropolitan Transportation Planning Organization vacancy on the Bicycle/Pedestrian Advisory Board.
- Page #41 CA. 5 Citizens Advisory Committee Vacancy APPROVE STAFF RECOMMENDATION**  
George Dondanville has applied to fill a vacancy on the Metropolitan Transportation Planning Organization Citizens Advisory Committee.
- Page #45 CA. 6 Strategic Intermodal System Cost Feasible Plan FOR INFORMATION ONLY**  
The Florida Department of Transportation has posted the 2024 update of its Strategic Intermodal System Cost Feasible Plan.

**Page #63 CA. 8 Florida Transportation Plan - Regional Workshops FOR INFORMATION ONLY**

The Florida Department of Transportation has announced regional workshop dates for the 2055 Florida Transportation Plan update.

**Page #107 CA. 9 Shared-Use Network Trail (SUNTrail) Survey FOR INFORMATION ONLY**

The Florida Department of Transportation has announced a statewide user survey for the Shared-Use Network Trail.

**Page #117 CA. 10 Transit Ridership Status Report FOR INFORMATION ONLY**

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

**Page #125 CA. 11 Transportation Disadvantaged Program - Status Report FOR INFORMATION ONLY**

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

**EXHIBIT 1**  
**Roll Forward Projects**

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Bicycle and Pedestrian Projects															
439181 7	Alachua County Trail Rehabilitation Study At: County wide	Bike Path/Trail	0.000	P D & E P D & E	SA TALU	FDOT FDOT	No	0 187,500	5,000 0	0 0	0 0	0 0	0 0	0 0	5,000 187,500
439934 1	Archer Road [SR 24] From: SW 75 Terrace To: SW 41 Boulevard	Bike Path/Trail	0.000	CST CST CST PE PE PE	DIH DS TLWR DIH DS TLWR	FDOT FDOT FDOT FDOT FDOT FDOT	No	1,292 17,129 13,651 35,770 6,062 428,659	14,098 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	15,390 17,129 13,651 35,770 6,062 428,659
432240 6	SW 13 Street [SR24/US441/MLK Jr Hwy] From : SW 11 Avenue To: Museum Road	Bike Path/Trail	0.323	PE PE	ACSU SA	FDOT FDOT	No	260,961 0	239,039 5,000	0 0	0 0	0 0	0 0	0 0	500,000 5,000
430542 2	Newberry Road [ SR26] From: West of NW 80 Boulevard To: SW 38 Street	Sidewalk	2.852	CST CST CST CST PE PE PE ROW ROW ROW	DDR DIH DS LF DDR DIH DS DDR DIH DS	FDOT FDOT FDOT FDOT FDOT FDOT FDOT FDOT FDOT FDOT	Yes	1,858,586 119,057 855,509 5,032 503,464 64,275 815,996 1,641,198 329,031 495,524	0 0 0 0 0 0 0 354,719 11,191 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1,995,917 340,222 495,524	1,858,586 119,057 855,509 5,032 503,464 64,275 815,996 1,995,917 340,222 495,524
207611 7	NE 39 Avenue [SR 222] At: NE 28 Drive	Pedestrian Safety Improvement	0.093	CST CST CST PE PE RRU	ACSS DS HSP DIH DS DDR	FDOT FDOT FDOT FDOT FDOT FDOT	No	778,837 30,277 11,419 2,846 5,466 15,254	154,004 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	932,841 30,277 11,419 2,846 5,466 15,254
441160 1	NW 42 Avenue From: NW 13 Street [SR 25] To: NW 6 Street	Sidewalk	0.300	CST CST PE PE PE PE	SR2T SR2T ACSA LF SR2T SR2T	Gainesville FDOT Gainesville FDOT Gainesville FDOT	No	254,470 0 24,516 622,940 38,581 9,443	0 5,264 0 0 0 2,237	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	254,470 5,264 24,516 622,940 38,581 11,680

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Construction Projects															
207798 6	SR45(US27)(US41) SR45(US27)(US41)	Right-of-Way	1.073	ROW ROW	DIH LF	FDOT FDOT	No	10 90,819	490 0	0 0	0 0	0 0	0 0	0 0	500 90,819
207850 2	SR26 Corridor From: Gilchrist Countyline To: CR26A East of Newberry	Add Lanes & Reconstruct	4.031	CST	ART	FDOT	Yes	0	0	0	56,283,539	0	0	0	56,283,539
				CST	DIH	FDOT		0	0	0	976,721	0	0	0	976,721
				CST	LF	FDOT		0	0	0	8,881	0	0	0	8,881
				ENV	DDR	FDOT		16,805	0	0	0	0	0	0	16,805
				P D & E	DDR	FDOT		1,294,434	0	0	0	0	0	0	1,294,434
				P D & E	DIH	FDOT		348,169	177	0	0	0	0	0	348,346
				P D & E	DS	FDOT		108,566	0	0	0	0	0	0	108,566
				PE	DDR	FDOT		3,952,220	0	0	0	0	0	0	3,952,220
				PE	DI	FDOT		2,158,755	0	0	0	0	0	0	2,158,755
				PE	DIH	FDOT		95,350	365,699	0	0	0	0	0	461,049
				PE	DS	FDOT		82,048	0	0	0	0	0	0	82,048
				RRU	ART	FDOT		1,050,001	0	0	7,500,112	0	0	0	8,550,113
				RRU	DDR	FDOT		80,000	0	0	0	0	0	0	80,000
				RRU	DS	FDOT		193,106	0	0	0	0	0	0	193,106
				RRU	LF	FDOT		126,540	0	0	0	0	0	0	126,540
				ROW	ART	FDOT		5	49,995	2,218,969	98,380	0	0	0	2,367,349
				ROW	BNIR	FDOT		679,263	2,259,598	0	0	0	0	0	2,938,861
				ROW	DDR	FDOT		122,851	7,852,810	0	0	0	0	0	7,975,661
ROW	DIH	FDOT	725,851	346,649	0	0	0	0	0	1,072,500					
ROW	DS	FDOT	598,288	94,376	0	0	0	0	0	692,664					
435564 1	SR200(US301) At: SR24 CSXRR Bridge No.260001 At: SR25(US441) Pedestrian Overpass Bridge No. 260003	Bridge - Painting	0.097	CST	BRRP	FDOT	Yes	1,201,712	5,000	0	0	0	0	0	1,206,712
				CST	DIH	FDOT		26,726	6,633	0	0	0	0	0	33,359
				CST	DS	FDOT		10,192	0	0	0	0	0	0	10,192
				PE	BRRP	FDOT		118,727	0	0	0	0	0	0	118,727
				PE	DIH	FDOT		28,696	0	0	0	0	0	0	28,696
				PE	DS	FDOT		15,061	0	0	0	0	0	0	15,061
				RRU	BRRP	FDOT		300,000	0	0	0	0	0	0	300,000
215599 4	West University Avenue [SR 26] From: NW 34 Street To: SE 31 Street	Urban Corridor Planning	5.509	PE	ACSU	Gainesville	Yes	1,511,724	0	0	0	0	0	0	1,511,724
				PE	SA	Gainesville		0	1,001	0	0	0	0	0	1,001
439489 1	Waldo Road [SR24] From: University Avenue [SR26] To: NE 39 Avenue [SR222]	Lighting	2.640	CST	ACSS	FDOT	Yes	1,211	1,559	0	0	0	0	0	2,770
				CST	DDR	FDOT		42,996	0	0	0	0	0	0	42,996
				CST	DIH	FDOT		2,111	0	0	0	0	0	0	2,111
				CST	DS	FDOT		24,429	0	0	0	0	0	0	24,429
				CST	HSP	FDOT		690,416	424	0	0	0	0	0	690,840
				ENV	HSP	FDOT		3,182	0	0	0	0	0	0	3,182
				PE	DIH	FDOT		619	0	0	0	0	0	0	619
				PE	DS	FDOT		45,417	0	0	0	0	0	0	45,417
				PE	HSP	FDOT		299,993	0	0	0	0	0	0	299,993
				RRU	DS	FDOT		66,454	0	0	0	0	0	0	66,454

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Intersection Projects															
447005 1	State Road 24 From: Seydel Street To: US 301	Traffic Control Devices/System	0.603	PE	DIH	FDOT	No	0	1,000	0	0	0	0	0	1,000
445061 1	City of Gainesville / University of Florida Arterial corridor	Traffic Control Devices/System	0.425	CAP	TSM	FDOT	No	800,000	0	0	0	0	0	0	800,000
				CST	SA	FDOT		3,630	1,370	0	0	0	0	5,000	
				CST	TSM	FDOT		100,000	0	0	0	0	0	100,000	
				ROW	SA	FDOT		1,151	0	0	0	0	0	1,151	
445061 2	City of Gainesville / University of Florida Arterial corridor	Traffic Control Devices/System	1.121	CAP	DITS	FDOT	No	999,990	0	0	0	0	0	999,990	
				CST	TSM	FDOT		98,237	1,763	0	0	0	0	100,000	
435889 1	NW 13 Street [SR 25, US 441] AT: NW 23 Avenue [SR 120]	Traffic Signal Update	0.285	CST	DDR	FDOT	No	0	0	0	0	2,372,313	0	0	2,372,313
				CST	DIH	FDOT		0	0	0	0	40,990	0	0	40,990
				PE	DDR	FDOT		432,046	0	0	0	0	0	432,046	
				PE	DIH	FDOT		64,148	2,973	0	0	0	0	67,121	
				PE	DS	FDOT		11,324	0	0	0	0	0	11,324	
				ROW	DIH	FDOT		20,168	5,616	0	0	0	0	25,784	
				ROW	DS	FDOT		24,010	0	0	0	0	0	24,010	
				ROW	SA	FDOT		116,274	271,691	0	0	0	0	387,965	
439490 1	NW 34 Street [SR 121] From: NW 16 Avenue To: US 441	Traffic Operations Improvement	3.332	CST	ACSS	FDOT	No	119,646	3,697	0	0	0	0	0	123,343
				CST	DDR	FDOT		314,554	0	0	0	0	0	314,554	
				CST	DS	FDOT		80,361	0	0	0	0	0	80,361	
				CST	HSP	FDOT		6,966,482	0	0	0	0	0	6,966,482	
				CST	LF	FDOT		24,118	0	0	0	0	0	24,118	
				PE	DDR	FDOT		86,578	0	0	0	0	0	86,578	
				PE	DS	FDOT		97,141	0	0	0	0	0	97,141	
PE	HSP	FDOT		1,048,790	0	0	0	0	0	1,048,790					
428682 1	NW 39 Avenue [SR 222] From: 100' West of NW 10 Street To: 100' East of NW 10 Street	Special Surveys	0.040	PE	DIH	FDOT	Yes	0	2,151	0	0	0	0	0	2,151
				PE	DS	FDOT		7,294	0	0	0	0	0	0	7,294
447475 1	NW 39 Avenue [SR 222] At: NW 97 Boulevard	Intersection Improvement	0.151	CST	ACSS	Alachua County	No	728,221	496	0	0	0	0	0	728,717
				CST	ACSS	FDOT		0	15,871	0	0	0	0	0	15,871
				PE	ACSS	FDOT		7,244	5,160	0	0	0	0	0	12,404
				PE	HSP	Alachua County		178,366	0	0	0	0	0	0	178,366
				PE	HSP	FDOT		224	0	0	0	0	0	0	224
439300 1	State Road 45 [US 27] At: SW 15 Avenue	Add Right Turnlanes	0.115	CST	DDR	FDOT	No	702,138	0	0	0	0	0	0	702,138
				CST	DIH	FDOT		33,872	3,290	0	0	0	0	0	37,162
				CST	DS	FDOT		28,533	0	0	0	0	0	0	28,533
				PE	DIH	FDOT		42,449	0	0	0	0	0	0	42,449
				PE	DS	FDOT		173,532	0	0	0	0	0	0	173,532
				ROW	DDR	FDOT		112	0	0	0	0	0	0	112
				ROW	DIH	FDOT		5,197	0	0	0	0	0	0	5,197
				ROW	DS	FDOT		5,374	0	0	0	0	0	0	5,374

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Intersection Projects															
447629 4	State Road 45 [US 27] At: SW 15 Avenue	Traffic Signal Update	0.088	PE	DIH	FDOT	No	0	1,001	0	0	0	0	0	1,001
447131 2	East University [SR 26] From: NE 26 Terrace To: SE 26 Terrace	Traffic Control Devices/System	0.355	ROW	DIH	FDOT	No	1,478	1,522	0	0	0	0	0	3,000
				ROW	DS	FDOT		1,628	181	0	0	0	0	1,809	
447629 3	Williston Road [SR 331/SR 24A] Att: Hawthorne Trail Crossing	Traffic Signal Update	0.229	CST	ARPA	FDOT	Yes	745,053	0	0	0	0	0	0	745,053
				CST	DDR	FDOT		94,645	0	0	0	0	0	94,645	
				CST	DIH	FDOT		54,240	6,073	0	0	0	0	60,313	
				CST	DS	FDOT		725	0	0	0	0	0	725	
				PE	DIH	FDOT		10,747	7,253	0	0	0	0	18,000	
				PE	DS	FDOT		5,448	0	0	0	0	0	5,448	
				RRU	DS	FDOT		13,484	0	0	0	0	0	13,484	
				ROW	DIH	FDOT		1,760	240	0	0	0	0	2,000	
				ROW	DS	FDOT		513	151	0	0	0	0	664	
Road Landscaping Projects															
435929 1	Archer Road [SR 24] From: SW 78 Street To: SW 16 Street	Landscaping	5.144	CST	DDR	FDOT	No	815,954	0	0	0	0	0	0	815,954
				CST	DIH	FDOT		59,934	3,178	0	0	0	0	63,112	
				CST	DS	FDOT		1,915	0	0	0	0	0	1,915	
				PE	DDR	FDOT		124,986	0	0	0	0	0	124,986	
				PE	DIH	FDOT		16,343	0	0	0	0	0	16,343	
				PE	DS	FDOT		257,456	0	0	0	0	0	257,456	
439533 1	Hawthorne Road [SR20] From: East of US 301 To: Putnam Countyline	Landscaping	1.399	CST	DDR	FDOT	Yes	1,234,414	0	0	0	0	0	0	1,234,414
				CST	DIH	FDOT		2,680	64,589	0	0	0	0	67,269	
				CST	DS	FDOT		82,761	0	0	0	0	0	82,761	
				PE	DDR	FDOT		302,289	0	0	0	0	0	302,289	
				PE	DIH	FDOT		12,052	2,948	0	0	0	0	15,000	
				PE	DS	FDOT		25,495	0	0	0	0	0	25,495	
439527 1	SW 16 Avenue [SR 226] From: Archer Road [SR 24] To: Main Street [SR 329]	Landscaping	1.651	CST	DDR	FDOT	No	301,024	0	0	0	0	0	0	301,024
				CST	DIH	FDOT		8,033	19,089	0	0	0	0	0	27,122
				CST	DS	FDOT		46,374	0	0	0	0	0	46,374	
				PE	DDR	FDOT		111,313	0	0	0	0	0	111,313	
				PE	DIH	FDOT		15,302	0	0	0	0	0	15,302	
				PE	DS	FDOT		20,155	0	0	0	0	0	20,155	



FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years								Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029		
Road Resurfacing Projects																
439344 1	Archer Road [SR 24] From: State Road 45 [US27/US41] To: East of SW 81 Street	Resurfacing	6.868	CST	ACSN	FDOT	No	34,656	0	0	0	0	0	0	34,656	
				CST	DDR	FDOT		124,472	0	0	0	0	0	0	124,472	
				CST	DS	FDOT		53,402	0	0	0	0	0	0	53,402	
				CST	GFSN	FDOT		1,422,191	0	0	0	0	0	0	1,422,191	
				CST	SA	FDOT		26,223	13,823	0	0	0	0	0	40,046	
				CST	SN	FDOT		2,651,187	0	0	0	0	0	0	2,651,187	
				PE	DDR	FDOT		977,242	0	0	0	0	0	0	977,242	
				PE	DIH	FDOT		45,480	0	0	0	0	0	0	45,480	
				PE	DS	FDOT		27,122	0	0	0	0	0	0	27,122	
443258 1	Hawthorne Road [SR 20] From: County Road 325 To: West of US 301	Resurfacing	5.375	CST	ACNP	FDOT	Yes	29,548	0	0	0	0	0	0	29,548	
				CST	ACSA	FDOT		429,955	0	0	0	0	0	0	429,955	
				CST	DDR	FDOT		384,816	0	0	0	0	0	0	384,816	
				CST	DIH	FDOT		0	15,390	0	0	0	0	0	15,390	
				CST	DS	FDOT		36,216	0	0	0	0	0	0	36,216	
				CST	NHPP	FDOT		6,265,161	5,989	0	0	0	0	0	6,271,150	
				CST	SA	FDOT		300,933	60,195	0	0	0	0	0	361,128	
				PE	DDR	FDOT		721,470	0	0	0	0	0	0	721,470	
				PE	DS	FDOT		71,274	0	0	0	0	0	0	71,274	
PE	SA	FDOT		21,967	0	0	0	0	0	0	21,967					
447032 1	NW 39 Avenue [SR 222] From: NW 95 Boulevard To: NW 40 Terrace	Resurfacing	3.451	CST	ACNP	FDOT	Yes	2,246,409	0	0	0	0	0	0	2,246,409	
				CST	ACNR	FDOT		4,520,248	0	0	0	0	0	0	4,520,248	
				CST	DDR	FDOT		2,083,904	0	0	0	0	0	0	2,083,904	
				CST	DIH	FDOT		0	54,305	0	0	0	0	0	54,305	
				CST	DS	FDOT		2,696,335	0	0	0	0	0	0	2,696,335	
				CST	LF	FDOT		72,402	0	0	0	0	0	0	72,402	
				CST	SA	FDOT		75,753	112,992	0	0	0	0	0	188,745	
				PE	ACSA	FDOT		208,907	0	0	0	0	0	0	208,907	
				PE	DDR	FDOT		868,755	0	0	0	0	0	0	868,755	
				PE	DS	FDOT		70,889	0	0	0	0	0	0	70,889	
				PE	SA	FDOT		46,240	80,067	0	0	0	0	0	126,307	
				ROW	DDR	FDOT		516	0	0	0	0	0	0	516	
				ROW	DIH	FDOT		1,694	315	0	0	0	0	0	2,009	
ROW	DS	FDOT		9,053	0	0	0	0	0	0	9,053					
207798 7	State Road 45 [US 41] From: Levy Countyline To: Archer Road [SR 24]	Resurfacing	4.161	CST	ACNR	FDOT	No	3,674,457	0	0	0	0	0	0	3,674,457	
				CST	DDR	FDOT		178,605	0	0	0	0	0	0	178,605	
				CST	DIH	FDOT		0	14,010	0	0	0	0	0	14,010	
				CST	DS	FDOT		518,088	0	0	0	0	0	0	518,088	
				CST	SA	FDOT		100,929	57,552	0	0	0	0	0	158,481	
				PE	DDR	FDOT		315,765	0	0	0	0	0	0	315,765	
				PE	DIH	FDOT		19,413	0	0	0	0	0	0	19,413	
				PE	DS	FDOT		238,083	0	0	0	0	0	0	238,083	
				PE	SA	FDOT		20,028	0	0	0	0	0	0	20,028	
				RRU	DDR	FDOT		50,000	0	0	0	0	0	0	50,000	
				RRU	DS	FDOT		2,406	0	0	0	0	0	0	2,406	

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Resurfacing Projects															
439499 1	SW 170 Street [CR 241] From: Levy Countyline To: South of Archer	Widen/ Resurface Existing Lanes	2.600	CST	ACSS	Alachua County	No	0	2,577	0	0	0	0	0	2,577
				CST	ACSS	FDOT		16,320	0	0	0	0	0	16,320	
				CST	HSP	Alachua County		3,925,773	0	0	0	0	0	3,925,773	
				CST	HSP	FDOT		36,120	5,975	0	0	0	0	42,095	
				PE	DS	Alachua County		2	0	0	0	0	0	2	
				PE	HSP	Alachua County		219,667	0	0	0	0	0	219,667	
				PE	HSP	FDOT		1,844	0	0	0	0	0	1,844	
				PE	SA	Alachua County		7,426	0	0	0	0	0	7,426	
207794 3	State Road 200 [US 301]] From: State Road 20 To: State Road 26	Resurfacing	8.716	CST	ACNR	FDOT	Yes	0	13,833,262	0	0	0	0	0	13,833,262
				CST	DDR	FDOT		0	1,585,937	0	0	0	0	0	1,585,937
				CST	DIH	FDOT		0	69,417	0	0	0	0	0	69,417
				CST	DS	FDOT		0	2,316,785	0	0	0	0	0	2,316,785
				CST	SA	FDOT		0	293,487	0	0	0	0	0	293,487
				PE	ACSA	FDOT		65,578	229,100	0	0	0	0	0	294,678
				PE	DDR	FDOT		279,712	0	0	0	0	0	0	279,712
				PE	DIH	FDOT		5,375	94,649	0	0	0	0	0	100,024
				PE	DS	FDOT		633,178	0	0	0	0	0	0	633,178
				PE	SA	FDOT		379,041	0	0	0	0	0	0	379,041
				RRU	DS	FDOT		50,000	0	0	0	0	0	0	50,000
				447964 1	Waldo Road [SR 24] From: NE 39 Avenue [SR 222] To: State Road 200 [US301]	Resurfacing	10.711	CST	ACNR	FDOT	Yes	15,464,213	0	0	0
CST	DDR	FDOT						478,997	0	0	0	0	0	0	478,997
CST	DIH	FDOT						0	256,300	0	0	0	0	0	256,300
CST	DS	FDOT						6,119,230	0	0	0	0	0	0	6,119,230
CST	LF	FDOT						8,008	0	0	0	0	0	0	8,008
CST	SA	FDOT						312,132	178,417	0	0	0	0	0	490,549
PE	DDR	FDOT						503,000	0	0	0	0	0	0	503,000
PE	DIH	FDOT						4,011	0	0	0	0	0	0	4,011
PE	DS	FDOT						124,376	0	0	0	0	0	0	124,376
PE	SA	FDOT						1,286,883	0	0	0	0	0	0	1,286,883
Transit Projects															
215546 1	Gainesville Regional Transit System SECT 3 Section 5307 Formula Grant Operating Assistance	Operating for Fixed Route	0.000	OPS	DS	Gainesville	No	1	0	0	0	0	0	0	1
				OPS	FTA	Gainesville		5,600,000	1,800,000	0	0	0	0	0	7,400,000
				OPS	LF	Gainesville		5,600,000	1,800,000	0	0	0	0	0	7,400,000
441520 2	Gainesville Regional Transit System Section 5339(B) Transit Improvement	Transit Improvement	0.000	CAP	FTA	Gainesville	No	0	10,660,817	0	0	0	0	0	10,660,817

**CA.2**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

---

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

September 30, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Amended Budget for Fiscal Year 2023-24

**RECOMMENDATION:****Adopt the amended budget for Fiscal Year 2023-24 as recommended by staff.****BACKGROUND:**

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

The attached amended budget satisfies this budgetary process requirement. The amended Fiscal Year 2023-24 budget reflects the preliminary year end activities of the current year.

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

Attachment

t:\scott\sk25\mtpo\memo\amendedbudgetoct7.docx



METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA  
BUDGET  
Fiscal Year October 1, 2023 to September 30, 2024  
Amended October 7, 2024

REVENUE

Florida Department of Transportation	\$ 669,100
Florida Transportation Disadvantaged Commission	27,500
Alachua County - Local Contribution	9,600
City of Gainesville -Local Contribution	14,400
In-Kind Contributions (Florida Department of Transportation)	<u>156,900</u>
<b>TOTAL REVENUE</b>	<b>\$ 877,500</b>

EXPENSES

Contractual Services	\$ 714,600
Legal Advertisements	5,500
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	<u>156,900</u>
<b>TOTAL EXPENSES</b>	<b>\$ 877,500</b>








September 30, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Subtask 5.2 State Road 25 (SW 13th Street) Plan -Scope of Services / Request for Proposal

### STAFF RECOMMENDATION

**Recommend that the Metropolitan Transportation Planning Organization:**

- 1. Approve the Scope of Services (see Exhibit 1) for soliciting consultant services for the development of the State Road 25 (SW 13th Street) Complete Streets planning study from State Road 331 (Williston Road) to State Road 24 (Archer Road) that will produce a list of prioritized projects that would be included in the List of Priority Projects; and**
- 2. Authorize the Executive Director to make appropriate modifications based upon comments by Metropolitan Transportation Planning Organization advisory committees to the Scope of Services for the State Road 25 (SW 13th Street) Complete Streets Planning Study; and**

*Please note that the Metropolitan Transportation Planning Organization advisory committees (Bicycle/Pedestrian Advisory Board [9/26/24]; Citizens Advisory Committee [9/25/24] and Technical Advisory Committee [9/25/24]) did not meet as scheduled due to the impacts of Hurricane Helene.*

- 3. Authorize the Executive Director to advertise for solicitation of Requests for Proposal and have a staff technical review committee make a recommendation for the selection of the consultant and implementation of the State Road 25 (SW 13th Street) Complete Streets Planning Study.**

### BACKGROUND

As part of its approval of the Unified Planning Work Program Fiscal Years 2024-25 and 2025-26, the Metropolitan Transportation Planning Organization designated \$200,000 of metropolitan planning (Planning) funds in Fiscal Year 2024-25 for a Complete Streets planning study for State Road 25 (SW 13th Street) from State Road 331 (Williston Road) to State Road 24 (Archer Road) [see Exhibit 1]. The purpose of this study is to identify multimodal projects that provide for the safe mobility of people and goods within the State Road 25 (SW 13th Street) Corridor. The projects recommended in the study should have discreet descriptions of modifications and project phasing.

Attachment

t:\scott\sk25\mtpo\memo\sw\_13\_street\_scope-rfp\_mtpo\_oct07.docx



## **EXHIBIT 1**

### **Scope of Work**

#### **Archer Road (State Road 24) Complete Streets Plan SW 34th Street (State Road 121) to SW 13th Street (State Road 25) October 7, 2024**

##### **Introduction**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) is conducting a Complete Streets corridor study for Archer Road (State Road 24) located in the City of Gainesville within Alachua County. The termini for this Complete Streets corridor study is from SW 34th Street (State Road 121) to SW 13th Street (U.S. Highway 441/ State Road 25) and shall include all multimodal approaches at each terminus. All funded Archer Road corridor modifications currently identified in the current Transportation Improvement Program shall be identified in the study. All unfunded Archer Road corridor modifications currently identified in the current List of Priority Projects shall be identified in the study. The corridor analysis is to determine recommended safety and multimodal modifications. Proposed modifications shall result from analysis that considered:

- bicycle facility safety and connectivity;
- pedestrian facility safety and connectivity, including access to transit, and midblock crossings;
- Americans with Disabilities Act compliance;
- landscaping, and
- modal conflict reduction at intersections and midblock areas.

It is the intent of this Complete Streets Plan to include prioritized list of projects or project phases that can be considered for inclusion in the Metropolitan Transportation Planning Organization List of Priority. The following is a calendar which includes the major planning documents that would be subsequently impacted by the study recommendations.

This scope of work identifies the tasks to be performed by [INSERT NAME] (referred to as the CONSULTANT) in collaboration with Metropolitan Transportation Planning Organization to develop a Complete Street Corridor Study for Archer Road in coordination with the City of Gainesville, Alachua County and the Florida Department of Transportation.

The CONSULTANT shall provide project planning, conceptual engineering, and environmental analysis services for the above referenced project. The CONSULTANT shall perform those services required for planning studies, social and environmental effects, multimodal use, safety, engineering reports and public meetings. This study process is implemented with the intent of applying a comprehensive interdisciplinary approach, combining the strengths of the engineering and transportation planning disciplines in the initial development phases of major roadway modification projects. The interdisciplinary approach also seeks to assure early and systematic coordination with the City of Gainesville, Alachua County, Florida Department of Transportation, other local entities and the citizenry. The resulting coordination effort is intended to accurately gather and convey information pertinent to the development of the project, thereby identifying viable opportunities to expedite or advance pertinent project phases.

The early establishment of sound criteria documenting the need for the modification is key to the study process. The determination of project need is to be based on comprehensive and integrated technical data analyses, which effectively demonstrates the necessity for the project. In addition to the technical basis for the project, a commensurate public involvement effort providing citizens with clear and concise information is to be developed, thereby affording the citizenry an understanding of the project need.

The CONSULTANT will study the establishment of safe and efficient multimodal access management and intersection modifications including access management analysis and midblock pedestrian crossing signal warrant study for the existing six-lane portion of Archer Road from SW 34th Street to SW 16th Avenue (State Road 226) and four-lane portion Archer Road from SW 16th Avenue (State Road 226) to SW 13th Street (U.S. Highway 441/ State Road 25). The multimodal access management and safety analyses will utilize the current Florida Department of Transportation guidance for methodologies to develop appropriate, safe and efficient modifications. The signal warrant analysis will consider efforts by the adjacent commercial property owners to provide cross access between properties to help justify satisfaction of a signal warrant.

The CONSULTANT will evaluate and recommend intersection, drainage, lighting and major utility relocation modifications that will address the existing and future demands of all modes of transportation while utilizing all available right-of-way and identifying additional right-of-way necessary for intersection and/or midblock modifications. The CONSULTANT shall also consider adding other special treatments for motorist awareness of any proposed midblock pedestrian-actuated signalized crossings.

The CONSULTANT will consider reconfiguration of the SW 16th Avenue (State Road 226) intersection approach including the addition of lanes, signage, pavement markings, pedestrian/bicycle safety, and pedestrian/bicycle and intersection lighting to address the existing and future demands of all modes of transportation while also considering special treatments to draw motorists' awareness of the Rail/Trail crossing at the SW 16th Avenue (State Road 226) intersection.

The tasks included in this Scope of Services can be generally grouped into the following six primary categories:

1. Administration
2. Public Involvement
3. Data Collection
4. Corridor Analysis and Project Need Documentation
5. Modification Alternatives Development and Analysis
6. Recommended Modification Evaluation

The scope of service addresses each task within these elements and serves to further define specific requirements.

In developing the project schedule, the CONSULTANT will consider the Metropolitan Transportation Planning Organization meeting calendar illustrated below

MEETING DATE FRAMEWORK			
Project Month	Project Activity	B/PAB, CAC & TAC	MTPO
September 2024	-	Scope Recommendation	
October 2024	-		Scope Approval
November 2024	-	Agreement Recommendation	
December 2024	-		Agreement Approval
January 2025	Kickoff		
February 2025	-		
March 2025	-	Alternatives Recommendation	
April 2025	-		Alternatives Approval
May 2025	Draft Study	Study Recommendation	
June 2025	Final Report		Complete Study Approval
B/PAB - Bicycle/Pedestrian Advisory Board; CAC - Citizens Advisory Committee; MTPO - Metropolitan Transportation Planning Organization; and TAC - Technical Advisory Committee.			

## Task 1 - Administration

### 1.1 Meetings & Coordination

The Complete Streets Corridor Study management representation will be the responsibility of the Metropolitan Transportation Planning Organization Chief Staff Official or his/her designee, otherwise known as the PROJECT MANAGER. The Project Team is comprised of the Metropolitan Transportation Planning Organization staff and designated CONSULTANT staff. The appropriate members of the Project Team will participate in monthly meetings, which may be virtual and/or in-person at Metropolitan Transportation Planning Organization office to review project progress and status, upcoming events, and activities. The CONSULTANT will prepare a meeting agenda, and draft / distribute meeting summary following each of these meetings for distribution to the regional partners.

The CONSULTANT shall participate in up to six (6) additional coordination meetings not identified in Tasks 2 through 6. These coordination meetings precede the following:

- Draft Alternatives Information development;
- Alternatives Information Workshop;
- Draft Alternatives Recommendations to the Bicycle/Pedestrian Advisory Board; Citizens Advisory Committee and Technical Advisory Committee;
- Draft Alternatives Recommendations Metropolitan Transportation Planning Organization;
- Draft Complete Streets Study Recommendations to the Bicycle/Pedestrian Advisory Board; Citizens Advisory Committee and Technical Advisory Committee; and
- Draft Complete Streets Study Recommendations to the Metropolitan Transportation Planning Organization.

## 1.2 Study Schedule

The CONSULTANT will prepare and submit a detailed project schedule identifying major tasks, their durations, and task relationship to the overall project master schedule developed by Metropolitan Transportation Planning Organization as shown in the Introduction. The CONSULTANT is responsible for keeping the schedule up to date.

## 1.3 Invoices

Invoices shall be prepared in the format prescribed by Metropolitan Transportation Planning Organization and submitted on a monthly basis unless directed otherwise by the PROJECT MANAGER. The monthly invoice will include a narrative description of the work performed by the CONSULTANT during the period covered by the invoice for each item in the scope. The final invoice will be labeled "Final" and project close out procedures will be followed.

## 1.4 Quality Assurance/Quality Control

The CONSULTANT shall designate qualified experienced staff independent to the study effort to conduct Quality Assurance/Quality Control reviews of all work products, prior to submittal to Metropolitan Transportation Planning Organization and in keeping with the Project schedule. Work effort for Quality Assurance/Quality Control reviews shall be addressed as part of the work effort as identified elsewhere herein, and shall be limited to five (5) percent of the work effort for each item.

## 1.5 Deliverables

Work to be completed under this section by the CONSULTANT shall require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Project Schedule (initial and monthly updates)
- Monthly Progress Reports

## Task 2 – Public Involvement

Public involvement activities of this project shall be consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. The purpose of the public involvement element is to get the community involved in the project development and decision-making process so the Metropolitan Transportation Planning Organization can develop candidate projects for the List of Priority Projects that not only meets the transportation needs of the area, but is also supported by the community it is intended to serve. Therefore, the Consultant shall conduct the following public involvement activities throughout the project.

### 2.1 Project Public Participation Plan

The CONSULTANT shall prepare a Project Public Participation Plan and submit it to the PROJECT MANAGER for review and approval. The Project Public Participation Plan shall be consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. The Project Public Participation Plan shall delineate the CONSULTANT's efforts to inform and involve the citizens of the county and city, appropriate state and local agencies and responsible appointed and elected public officials in the project planning, review and approval process. At a minimum, the Project Public Participation Plan should include the following:

- Project background and objectives;
- Identification of affected communities, stakeholders, elected officials and agencies;
- Identification of media (e.g. television, radio, newspaper) for news and/or advertisement;
- Outreach methods with particular attention to low income, elderly, minority and disabled persons;
- Limited English proficiency strategies for Spanish speaking populations;
- Other opportunities for the public to provide input;
- Outreach calendar noting dates (or timeframes) for public meetings and notification needed like social media posts and Constant Contact emails;
- Methodology for collecting and responding to public comments ; and
- Discussion of public comments will be analyzed and incorporated, as appropriate.

### 2.2 Stakeholder Input

The CONSULTANT shall coordinate for data collection and discussion to garner input from the following stakeholders:

Roadway Management / Users	Florida Department of Transportation City of Gainesville Traffic Management Center City of Gainesville Regional Transit System
Other Public Infrastructure	Gainesville Regional Utilities Department School Board of Alachua County
Public Health	Alachua County Public health Department University of Florida Health Veterans Administration Hospital
Public Safety / Security	Alachua County Fire Rescue Alachua County Sheriff's Office City of Gainesville Fire Rescue City of Gainesville Police Department University of Florida Police Department
Other Stakeholders	Gainesville Cycling Club Gainesville Citizens for Active Transportation University of Florida Student Government

The CONSULTANT shall coordinate with City of Gainesville Regional Transit System and Traffic Management Center to determine if the proposed modifications will result in adverse impacts to their regional and local bussing schedules, routes, and bus stops and to discuss potential mitigation strategies. The CONSULTANT shall coordinate with the School Board of Alachua County to determine if the proposed modifications impact the movement of students from schools in the area and shall recommend modifications to student pedestrian and bicycle movements to enhance safety along the proposed corridor. The CONSULTANT shall reflect the mitigating measures in the visual model and present the proposed solution(s) on the concept plans and typical sections.

The CONSULTANT shall include Metropolitan Transportation Planning Organization staff in the meetings/interviews and shall document for public participation plan reporting the name of the individual contacted, date, time, contact details and meeting/interview summary of the topics discussed for each interaction. Production of meeting/interview summaries shall be included as part of data collection and analysis tasks for invoicing purposes. The PROJECT MANAGER, who is responsible for Metropolitan Transportation Planning Organization and its advisory committees' meeting minutes, will provide the CONSULTANT pertinent summaries of any Complete Street study discussions from their respective meetings.

### 2.3 Small Group /Stakeholder Outreach

The CONSULTANT shall conduct outreach to stakeholders, impacted residences commercial properties and other interested parties for participation in the Complete Streets Study process. The CONSULTANT shall be available to conduct two (2) small group meetings with organizations interested in the Study. These meetings /presentations may be made to homeowner associations or other formal organizations. The CONSULTANT shall be responsible for preparing all presentation and handout materials. Preparation for public meetings and other outreach activities, as well as preparation of meeting summaries and follow up, shall comply with direction provided in Sub-Task 2.6.

### 2.4 Updated Mailing List

The CONSULTANT is responsible for identifying the initial Project mailing list that may include officials and interested parties (any person or institution expressing an interest in the project), affected parties, and potential permit and review agencies. The initial mailing will provide notification that the study is commencing and encourage interested parties to visit the website to sign up for future email updates.

The CONSULTANT will prepare the initial mailing list using the County Property Appraisers' information and contain all homeowners / property owners located within the study corridor as determined by Metropolitan Transportation Planning Organization.

The CONSULTANT will prepare and maintain a stakeholder database for the study including names, emails, and physical addresses (if appropriate) to include any person or institution expressing an interest in the project, potential permitting or review agencies, elected and appointed officials in the area, community leaders, and media representatives.

The CONSULTANT will maintain and regularly update the stakeholder database during the course of the study and provide an updated listing for Public Information Meetings.



## 2.5 Advertisements / News Releases / Metropolitan Transportation Planning Organization Website

The CONSULTANT will prepare and ensure the publication of display advertisements in The Gainesville Sun and The Independent Florida Alligator in accordance with the Metropolitan Transportation Planning Organization public Involvement Plan. The advertisements shall be display ads approximately 4" x 5".

The CONSULTANT is responsible for preparation of study materials (informational displays (i.e. maps, alternative modifications, concepts, and other graphics) to be posted for the public review on the Metropolitan Transportation Planning Organization website.

## 2.6 Public Information Workshop

The CONSULTANT shall prepare for and participate at one (1) public information workshop as described below:

- Preparation and Documentation of Public Workshop

Logistics: The CONSULTANT will conduct all preparations to hold a Metropolitan Transportation Planning Organization-hosted public workshop for stakeholders and other interested parties and shall ensure that appropriate CONSULTANT personnel are available to assist with the meetings. The purpose of the workshop is to provide the stakeholders and other interested parties an opportunity for input:

- on perceived problems and concerns existing within the Archer Road Corridor Study area
- input for potential solutions and modifications within the Archer Road Corridor Study area that could be incorporated into the alternatives

The CONSULTANT is responsible for informational displays (i.e. maps, alternative modifications, concepts, and other graphics) to be displayed for the public to review at the workshop. The workshop will include a PowerPoint presentation followed by a question and answer period during which meeting participants may ask questions of the Study Team.

Presentation/Materials: CONSULTANT will obtain direction from the Metropolitan Transportation Planning Organization Project Manager prior to beginning work on workshop presentation and materials and shall have the PowerPoint presentation and all meeting materials (including script and displays) in draft format ready for review and approval by Metropolitan Transportation Planning Organization staff no later than three (3) weeks prior to the workshop. The CONSULTANT will prepare comment forms to make available to meeting participants and other interested parties. Comment forms will be prepared in English and Spanish.

Workshop Documentation: The CONSULTANT will document, interpret and summarize all comments received and questions addressed at the workshop and shall prepare written responses to all questions not adequately addressed at the meetings. Additionally, the CONSULTANT will document and summarize all comments and questions received in an easy-to-read format for public viewing from the hardcopy and online comment forms. The CONSULTANT will provide follow-up information necessary to respond to the public's comments and questions. All comments shall be evaluated in the alternative analysis process, leading to the identification and selection of modifications and shall be incorporated into the Study Report. Meeting summaries, public comment card summaries, final meeting minutes/summaries and other meeting documentation will be submitted to the Metropolitan Transportation Planning Organization PROJECT MANAGER and staff within five (5) business days of the meeting.

## Alternative Information Meetings -

The purpose of this meeting is to present the data collection findings, alternative modification concepts (including typical section(s), stormwater conveyance for offsite and bypass systems and access management, alternative typical sections, wildlife crossings, transit needs as addressed in typical sections, predetermined or proposed trail, bike and pedestrian pathways and crossings).

The CONSULTANT shall prepare materials for meeting packets and presentations of Alternatives Information for review and comment by the PROJECT MANAGER. The CONSULTANT shall revise the materials per PROJECT MANAGER's comments.

The CONSULTANT shall prepare materials for meeting packets and presentations of Alternatives Information for review and recommendations to the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee meetings.

The CONSULTANT shall update as needed per advisory committee recommendations the materials for the meeting packet and presentation of Alternatives Information for review and approval at the Metropolitan Transportation Planning Organization meetings.

The CONSULTANT will prepare for, participate in and provide all support necessary (including a PowerPoint presentation, script and handout materials) for the Metropolitan Transportation Planning Organization PROJECT MANAGER to conduct briefings and give the presentations. Materials and supporting reports will be provided in an editable digital format acceptable to Metropolitan Transportation Planning Organization three (3) weeks prior to the scheduled briefings.

The CONSULTANT will setup displays and other exhibits at least one (1) hour prior to the scheduled presentations for public inspection. The CONSULTANT will provide the final digital presentation at least two (2) business days prior to the scheduled briefing meeting times.

## 2.7 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Public Involvement Plan
- Updated Mailing List
- Excel file with stakeholder database
- Small Group / Stakeholder Meeting Materials and Meeting Summaries (if applicable)
- Content for Website
- Advertisements & News Releases
- Public Information Meeting / Workshop Materials
  - Exhibits
  - PowerPoint Presentations
  - Comment Forms
  - Handouts
  - Response/Comment Tabulations
  - Summaries

### Task 3 – Data Collection

Immediately upon receipt of the notice to proceed, the Consulting Team will begin collecting the engineering, land use, traffic and crash, transit, drainage, hydraulic, and environmental data and complete streets elements necessary to develop and evaluate a reasonable range of alternative modification concepts as defined in Section 6.0 to meet the existing and future travel demand within the Study Area.

The CONSULTANT staff will conduct field work to observe, take pictures, and visualize the issues and opportunities identified in Task 1.

#### 3.1 Video and Aerial Base Maps

The CONSULTANT will prepare a high-resolution video fly through at an appropriate elevation documenting the existing condition of the project. The CONSULTANT will use the video to convey the existing and future appearance (i.e. visual and aesthetics) of the modification concept to the public at the Alternative information Workshop and other public meetings. The presentation video shall display a split screen illustrating the existing conditions on one-half of the screen and the proposed modifications superimposed on the other half of the screen. Emphasis shall be placed on impacts to existing properties adjacent to the proposed solution.

The CONSULTANT will prepare color 1"=100' and 1"=50' scale controlled aerial-based raster image maps. These maps shall be used to present the master drainage basins (1"=100'), the alternative modification concepts (1"=100'), the recommended modification concept (1"=50'), right-of-way requirements (1"= 50') and any other required information.

The CONSULTANT will prepare color aerial photography that will be suitable for virtual display. Color aerial imaging will be used to present the overall project concept and the final recommended modification alternative to the public at the various public meetings. Both will be provided to Metropolitan Transportation Planning Organization by acceptable digital format.

#### 3.2 Existing Roadway Characteristics

The CONSULTANT will conduct field investigations to collect all pertinent information on existing roadway characteristics (including structures where applicable) necessary to develop, evaluate and compare the alternative modification concepts. The roadway data will be compiled, documented and mapped on the aerial photography base maps for public presentations.

All pedestrian infrastructure (i.e., sidewalks, curb ramps, street crossings, etc.) and bicycle infrastructure (bicycle lanes and/or trails), as appropriate, located within the project limits and public rights-of-way will be evaluated to determine compliance with current Americans with Disabilities Act standards. If the subject areas appear to be non-compliant with the current Americans with Disabilities Act standards, the CONSULTANT shall notify the Metropolitan Transportation Planning Organization PROJECT MANAGER in writing advising the Florida Department of Transportation Americans with Disabilities Act Coordinator or designee of the existing non-compliant features for further review and assessment.

The roadway data will be compiled, documented and mapped on the aerial photography base maps for public presentations.

### 3.3 Traffic Data

Florida Department of Transportation data may be available for this project. The CONSULTANT will coordinate with Metropolitan Transportation Planning Organization to secure the data and incorporate the results into the project traffic analysis and report. The CONSULTANT will collect the traffic data and develop the traffic factors and design traffic projections listed below:

#### 3.3.1 Traffic Counts

If preferred, the CONSULTANT will collect and analyze a combination of 72-hour classification counts. Otherwise, the CONSULTANT will use the Florida Department of Transportation count data. The CONSULTANT will collect and analyze ten (10) hour turning movement counts (by 15-minute increments). All traffic count locations shall be identified by map in the Complete Streets Study Report.

Traffic Count Locations and Turning Movement Count Locations (vehicular, pedestrian and bicycle for am and pm, mid-day for school locations)

##### Traffic Count Locations

SW 34th Street to SW 23rd Terrace/Ballpark Way  
SW 23rd Terrace/Ballpark Way to SW 23rd Drive  
SW 23rd Drive to SW 23rd Street  
SW 23rd Street to SW 16th Avenue  
Fire Station  
Lemerand Drive to Center Drive  
Center Drive to SW 16th Street  
SW 16th Street to Newell Drive  
Newell Drive to SW 13th Street

##### 10-Hour Turning Movement Count Locations

SW 34th Street  
SW 23rd Terrace/Ballpark Way  
SW 23rd Drive  
SW 23rd Street  
SW 16th Avenue  
Fire Station  
Shelby Drive  
Lemerand Drive  
Center Drive  
SW 16th Street  
Newell Drive  
SW 13th Street

The CONSULTANT will be prepared to collect turning movement counts at one (1) additional intersections based on the results of this initial data collection effort.

The CONSULTANT will also observe and document weekday bicycle, pedestrian and transit activity and travel patterns within the study area during the field review. Off-street use of motorized micromobility vehicles should be identified.

### 3.3.2 Traffic Factors

Using the data collected through the traffic count program described above, the CONSULTANT shall use Year 2045 long-Range Transportation Plan-consist current and future year values for the following traffic factors:

- Peak to Daily Ratio (K) Factor
- Directional Split (D) Factor
- Truck Factor (T)

### 3.3.3 Design Traffic Projections

Using the latest adopted Gainesville Urban Area Transportation Study travel forecasting model Year 2045 Long-Range Transportation Plan data and/or the most recent Florida Department of Transportation forecast count data, the Consultant shall conform with the respective year forecast bands for the identification of short-range and long-range modification alternatives, including project phases (preliminary engineering, design, right-of-way, environmental, construction).

The traffic projections shall be presented as average annual daily traffic (AADT). For the purposes of this study, the Archer Road corridor capacity for motor vehicle operations on general purpose lanes is constrained.

The CONSULTANT shall also prepare turning movement analysis for each intersection identified in Section 3.3.1 to assess need for traffic operations modifications and to address modal accommodations / conflicts. The CONSULTANT shall perform an intersection level of service analysis, as well as other performance indicators, and provide a recommendation for traffic control timing for each of the above listed intersections using the appropriate software as approved by the County. In addition, from pedestrian data, the CONSULTANT will conduct review and analysis for the need of midblock crossings particularly for access to transit.

### 3.3.4 Operational Analysis

The Consultant will conduct existing and future operational analysis using Synchro 10 software. Intersection Level of Service results will be based on the Highway Capacity Manual (HCM) 7th Edition. The operational analyses will be performed for all analysis years for both AM and PM peak hours. The operational analysis will include all modes including automobiles, pedestrians, bicycles, and transit.

### 3.3.5 Crash Data

The CONSULTANT will collect and analyze Signal 4 Analytics data for the most recent five (5) years. Crash diagram summaries shall be provided for each identified high crash area.

The CONSULTANT will develop an existing conditions map containing geocoded crash diagram summaries. The crash data collected will include, at a minimum, the total number of crashes within the Study area and a summary of the crashes by type including crashes involving pedestrians and bicycles which shall be acquired both separately and concurrently with vehicular crash data, location, fatalities, injuries, cause and conditions and existing conditions map shall be included in the Complete Street Study Report.

### 3.3.6 Intelligent Transportation System Considerations

The CONSULTANT will coordinate with the Florida Department of Transportation and the City of Gainesville Traffic Management Center concerning existing Intelligent Transportation System infrastructure and potential Intelligent Transportation System modifications.

### 3.3.7 Design Traffic Technical Memorandum

The CONSULTANT will summarize the traffic data, travel forecasting and crash analysis activities in a Design Traffic Technical Memorandum. The CONSULTANT will prepare visual highlights of the key findings of the Design Traffic Technical Memorandum for use at the Alternatives Information Public Workshop. Both deliverables will be submitted to Metropolitan Transportation Planning Organization PROJECT MANAGER for review and comment two weeks prior to the scheduled the Kick-Off Alternatives Information Public Workshop and updated at a time consistent with the Metropolitan Transportation Planning Organization approved project schedule. Comments on the updated Design Traffic Technical Memorandum shall be addressed in the Design Traffic Engineering Report.

### 3.3.8 Design Traffic Engineering Report

The CONSULTANT will prepare a detailed Design Traffic Engineering Report describing the traffic data collection effort, modeling and analysis. The report will contain tabulations of all data collected, warrant analyses where appropriate, and recommendations as to traffic control methods and turn lane geometry for specific intersections. The CONSULTANT will prepare visual highlights of the key findings of the Design Traffic Engineering Report for use at the Alternatives Recommendation and Alternative Approval meetings. The draft Design Traffic Engineering Report and visual infographics will be submitted for review two weeks prior to scheduling the Alternatives Recommendation meeting. The final Design Traffic Engineering Report will be summarized in and appended to the Complete Streets Study Report.

## 3.4 Utilities

The CONSULTANT will coordinate with the Florida Department of Transportation and Gainesville Regional Utilities concerning locations of existing and proposed utilities that would impact or would be impacted by proposed modifications to the corridor, including but not limited to the following:

- Overhead: transmission lines, microwave towers, etc.
- Land Surface: utility boxes, valves and shut-offs, potable or irrigation water supply wells, etc.
- Underground: water, gas, sanitary sewer, force mains, power and telephone cables, etc.

The CONSULTANT will perform a preliminary assessment of the preferred modification in coordination with the roadway lighting utility provider to identify areas that may require new lighting or lighting upgrade. The utility will perform lighting design during the design phase of the project. The CONSULTANT preliminary lighting assessment shall be limited to visually verifying that the existing lighting is sufficient or insufficient to meet the Florida Department of Transportation Design Manual Section 231 specifications and shall include recommendations for lighting in the Study Report.

The CONSULTANT will assess potential impacts to electrical distribution and transmission power poles along Archer Road. The consultant shall include recommendations for relocation of electrical supply poles and facilities in the Study Report.

The CONSULTANT will perform a field assessment of lighting including street lighting and pedestrian/bicyclist lighting. The assessment shall include:

- Visual inspection of areas of well lit or poorly lit areas.
- Locate light poles, identify if stand alone or on existing utility pole, wattages (if present)
- Identification of poles that are in poor condition and poles that may affect existing or proposed right-of-way.

The CONSULTANT will summarize corridor lighting on base maps and shall provide recommendations for modification.

The CONSULTANT will coordinate with the Gainesville Regional Utilities to better coordinate Capital Improvement Program budgets and schedules:

1. Make them aware of the project at the conceptual level. (All information provided to each utility shall be documented as noted below.)
2. Obtain information on proposed utility construction and required clearances and easements.
3. Obtain input on utility issues that may not be readily apparent.

The CONSULTANT shall map and document this information in the Utility Section of the Study Report, which shall summarize how the existing utilities shall influence location and design considerations.

### 3.5 Transportation Plans

The CONSULTANT will review and document plans, including multimodal transportation and utility plans that may be pertinent to the project for all modes of transportation including automobile, truck/freight, transit, bicycle/pedestrian, motorized micromobility (such as scooters) and other non-motorized vehicles and modes by utilizing information from the City of Gainesville Comprehensive Plan and Transit Development Plan and Metropolitan Transportation Planning Organization. The Metropolitan Transportation Planning Organization Transportation Improvement Program shall be reviewed and details including funding schedules and descriptions of projects including or impacting the study area shall be documented. The information received from these plans shall be used to identify the conformance of this project to applicable transportation plans and to develop and evaluate the alternative modification concepts. The CONSULTANT shall document this investigation and its conclusions in the Study Report.

### 3.6 Existing Multimodal Accommodations and Services

The CONSULTANT will research, evaluate and document the locations and conditions of existing and planned pedestrian, bicycle, trail, and public transportation accommodations and services within the vicinity of the Study area including, but not limited to, sidewalks, pedestrian crossings, paved shoulder widths, signed bike routes, park-and-ride lots and transit bus routes and stops. This information, along with a review of the City of Gainesville sidewalk and bicycle facility inventories, will be used to identify potential multimodal modifications and connections to existing and planned multimodal infrastructure, if applicable.

### 3.7 Environmental Site Assessment

The CONSULTANT will conduct a desktop review for potential contamination sites, including any data contained on the Florida Department of Environment Protection websites for the properties affected by the modification being considered. The findings of the review will be mapped and documented in the Study Report.

### 3.8 Land Use / Development Plans

The CONSULTANT will review all relevant land use information (existing and future) necessary to develop and evaluate a reasonable range of alternative roadway modifications and to identify locations where right-of-way could potentially be dedicated for the roadway, pedestrian and bicycle modifications. Land use information may be found in the following sources: comprehensive and future land use plans, proposed development plans, zoning regulations, special area studies / plans and preliminary and final plats. This information shall be updated as needed during the Study period, documented on the aerial base maps and included in the Study Report.

The CONSULTANT will document pertinent information in the Study Report and on the aerial base maps.

### 3.9 Cultural Facilities

The CONSULTANT will conduct a desk-top review of cultural facilities that are located within the vicinity of the study area. Cultural facilities shall include, but not be limited to, trails, parks, schools and recreational areas as well as the neighborhoods they serve. Information relevant to this Study shall be mapped and documented in the Study Report.

### 3.10 Archaeological and Historic Features

The CONSULTANT will review federal, state and local sources to identify recorded historical and archaeological sites within the study area. Utilizing this information, the Consultant shall map all sites that may influence the location and evaluation of alternative modification concepts. This information shall be documented in the Cultural Resource Section of the Study Report.

### 3.11 Hydrologic and Natural Features.

The CONSULTANT will review existing information, including, but not limited to, the data and maps of the US Army Corps of Engineers, Florida Natural Areas Inventory, St. Johns River Water Management District Databases, Florida Department of Environmental Protection, Florida Land Use and Cover Classification Systems, Natural Resources Conservation Service, City of Gainesville Stormwater Plans and Federal Emergency Management Agency basin studies, Florida Fish and Wildlife Conservation Commission Habitat Model Data, US Fish and Wildlife IPaC tool and specific site indicators such as topography, vegetation, soils data, floodplain information, and other field observations to identify significant hydrologic and natural features found within the study area.

The CONSULTANT will supplement existing literature/resource documents with field reviews of the study area. If the field review identifies the potential presence of a listed feature within the study area, the CONSULTANT will document and map the location(s) and extent relative to the occurrence within the study area. Information to be documented shall, at a minimum, include the following:

- Water Quality
- Floodplains and Floodways
- Drainage Outfalls
- Recommendations for the Maintenance of Watershed Water Flows and Volumes



The CONSULTANT will conduct and identify wetlands in accordance with all applicable State and Federal Regulations. A minimum of three (3) Seasonal High Water Table Elevations (SHWT) shall be established for each wetland. The CONSULTANT shall conduct and coordinate field investigations as necessary with County/City staff and with the appropriate regulatory agencies. The CONSULTANT will provide meeting minutes and field notes to the Public Works Environmental Project Manager. "Wildlife Corridor" will be defined as a route that permits the direct travel or spread of animals or plants from one area or region to another, either by the gradual spread of a population of a species along the route or by actual movement of animals, seeds, pollen, spores or microbes, as defined in Florida's State Wildlife Action Plan (formerly Comprehensive Wildlife Conservation Strategy). Critical and Strategic Habitat shall be defined as areas designated or proposed in accordance with the US Fish and Wildlife Endangered Species Act or Fish and Wildlife Commission modeled areas of habitat that have been identified as essential to sustain a minimum viable population for focal terrestrial vertebrate species that were not adequately protected on existing conservation lands, respectively.

The CONSULTANT will make recommendations as appropriate, to accommodate, wildlife crossing(s) and to preserve wildlife corridors.

The CONSULTANT will document offsite and bypass drainage features occurring within the study corridor and shall make recommendations to preserve and maintain water flows and volumes within watersheds. The Consultant shall assess and recommend strategies to assure the Archer Road corridor and adjoining lands, environmentally sensitive lands, and drainage are preserved, and - where indicated - potentially enhanced, as part of the corridor modifications.

The CONSULTANT will also evaluate corridor-wide permit-related information on environmental resource permits, dredge and fill permits, water quality permits, or stormwater discharge permits. This activity shall include coordinating with all applicable permitting agencies and identifying all existing permits and their conditions and influence on this Study.

The CONSULTANT will document in report and map format, in the Study Report, all information that may influence the location and evaluation of alternative modification concepts.

### 3.12 Threatened and Endangered Species

The CONSULTANT will review existing information to determine the potential presence of threatened or endangered plant and animal species within the study area. If the review identifies the potential presence of threatened or endangered plant or animal species, the CONSULTANT will document and map their locations relative to the findings/recommendations in Section 3.10. The CONSULTANT will supplement documented information with field reviews of the study area. The CONSULTANT will document in report and map format, in the Study Report, all information that may influence the location and evaluation of alternative modification concepts.

### 3.15 Deliverables

Work to be completed under this section by the Consultant shall require the following items to be submitted to and accepted by Metropolitan Transportation Planning Organization:

- Color Aerial Base Map
- Initial Design Traffic Technical Memorandum
- Updated Design Traffic Technical Memorandum
- Design Traffic Engineering Report
- Recommendations for the Maintenance of Watershed Water Flows and Volumes
- Environmental Site Assessment Report

- Mapping and Documentation of: Existing road characteristics
  - Existing and proposed utilities
  - Hazardous materials areas
  - Land use plans
  - Cultural features including trails
  - Archaeological and Historical Sites
  - Hydrologic and Natural Features
  - Utilities

#### Task 4 - Corridor Analysis and Project Need Documentation

Following completion of the data collection and evaluation activities, the CONSULTANT will perform a corridor analysis for the study area. This analysis will determine the characteristics within the study area and potential corridors therein that could influence the development of the modification concepts. The Corridor Analysis activities will identify the modification need, the existing and projected travel demand, the current and projected land use development patterns and the presence of any environmental, cultural, archaeological/historical, hydrologic and natural sensitive area(s) within the corridor.

The CONSULTANT will prepare a draft Corridor Analysis Technical Memorandum that will document the Corridor Analysis activities. The draft memorandum will be incorporated into the development of the alternatives and analysis. The technical memorandum will be submitted to Metropolitan Transportation Planning Organization for review and approval and will be included in the Corridor Analysis Section of the Study Report. The Corridor Analysis Technical Memorandum will contain, at a minimum, the following information in the body of the memorandum (including maps as appropriate):

- Existing Road Characteristics
- Crash Data
- School and Public Transportation
- Existing and Proposed Utilities
- Existing Transportation and Long Range Plans
- Soils Data
- Areas of Potential Contamination
- Existing and Proposed Land Uses, Zoning and Development Project Boundaries
- Cultural Features including Trails
- Project Need
- Existing and proposed travel demand
- Current and projected development patterns
- Modification Opportunities, Alternatives and Constraints
- Summary of Public Involvement to date

#### 4.1 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Corridor Analysis Technical Memorandum

## Task 5 - Modification Alternatives Development and Analysis

The CONSULTANT will perform the following tasks to develop, analyze and compare alternative modification concepts within the corridor. A total of 3 build alternatives will be considered. As one build alternative, the CONSULTANT will consider Transportation Systems Management. The Transportation Systems Management analysis will evaluate side street intersections and traffic signal modifications as possible alternatives. Two additional Build alternatives will be analyzed as part of this study. All alternatives will consider and demonstrate the capacity to comply with Americans with Disabilities Act standards. The CONSULTANT will document in the Study Report any design criteria utilized in the analysis process for roadway and drainage modification concepts.

### 5.1 Alternative Typical Sections

Based on the draft Design Traffic Technical Memorandum and Corridor Analysis Technical Memorandum, drainage considerations, transit and multimodal needs and other available information, the CONSULTANT will consider alternative typical sections for Archer Road which will include alternatives that minimize property acquisition outside within the existing right-of-way. The CONSULTANT will then evaluate these two alternatives using criteria that will include but not be limited to Complete Streets needs, access management, right-of-way requirements, offsite and bypass drainage systems and traffic volumes. The analysis will be documented in the Study Report and submitted to Metropolitan Transportation Planning Organization with a recommendation of viable typical sections.

### 5.2 Access Management Determination

The CONSULTANT will review the current Florida Department of Transportation State Highway System Access Management classifications and define alternative access management concepts that may be applicable to this project with consideration of the Florida Department of Transportation Corridor Context Classifications and City of Gainesville transects. The review will consider whether any adjustment the Context Area Classification zones within the Archer Road Corridor.

Access management evaluation will consider proposed development within the Archer Road Corridor, especially if any development order includes any transportation system mitigation modifications.

The CONSULTANT will evaluate the effects of at least two (2) alternative access management concepts that appear to be most applicable considering traffic circulation, pedestrian and bicycle movements and safety, access to individual properties, U-turn vehicle tracking needs and other applicable criteria and recommend the most appropriate application for each section of the corridor.

The CONSULTANT will update the concept throughout the Study and document the evaluation and recommendation of the alternative access management concepts in the Study Report.

### 5.3 Develop Alternative Modification Concepts

The CONSULTANT will develop alternative modification concepts for at least two (2), but no more than three (3) alternative access management concepts. Concept plans will include the aerial background and existing roadway characteristics information as developed in Section 3.0.

#### 5.4 Analyze Modification Concepts

The CONSULTANT will analyze the benefits and impacts associated with the Modification Concepts as well as the No-Build Concept. The results of the analysis of the Alternative Modification Concepts will be documented in the in the Study Report. The analysis to be performed for each alternative will specifically include safety, accommodations for a wide variety of users, cost, conformance to long-range plans, good engineering practices and environmental considerations, some of which are more particularly described below:

- **Compensable Impacts Analysis** - The CONSULTANT will look to minimize compensable impacts to private properties associated with each viable alternative. This evaluation effort will include:
  - Inspection of potential affected properties in the field to determine the extent of compensable impacts on each parcel associated with each viable alternative, and whether such impacts can be reduced in a cost-effective manner.
  - Consideration of site access, onsite drainage, onsite parking, onsite utilities, including septic systems, and any other existing facilities that may be impacted by each viable alternative modification concept, including financial impacts to existing businesses.
  - Incorporation of comments in the recommended alternative such as to minimize the number and extent of such compensable impacts.

The above-described investigations, findings and recommendations will be documented in the Study Report.

- **Cost Analysis** – The CONSULTANT will develop engineering design and construction cost estimates for each alternative. The CONSULTANT will develop estimated right-of-way impacts for each alternative, including a tabulation of potential acquisition parcels and areas (in square feet). The location of each parcel will be shown on an aerial map. Preliminary right-of-way cost estimates will be based on a planning level analysis (costs per square foot).
- **Conceptual Drainage Analysis** – The CONSULTANT will perform a preliminary drainage analysis of each alternative to determine the potential outfall locations and preliminary sizes (volume and area) of required detention and/or retention facilities for stormwater treatment or attenuation and will include assessment of existing piped and swale systems. This analysis will also address off-site and bypass systems within each viable alternative corridor including the sizing of closed systems. The findings will be appended to the Study Report. If the Drainage Analysis indicates no ponds are required, the Consultant will provide adequate information and data to request a stormwater permit exemption from the Water Management District.
- **Community (social-economic) Impact Analysis** – The CONSULTANT will estimate the number of residences, businesses, neighborhoods, and community facilities impacted by each alternative, including socio-economic data sufficient to determine potential impacts to disadvantaged populations. The CONSULTANT will prepare aerial photography with proposed right-of-way lines for each alternative.
- **Critical and Strategic Habitat Impact** - The CONSULTANT will quantify/qualify the potential impacts to United States Endangered Species Act critical habitats and Fish and Wildlife Commission identified strategic habitat associated with each modification concept and shall identify potential alternatives and/or mitigation strategies and costs.

- Contaminated Sites Impacted – The CONSULTANT will identify the location of any contaminated or potentially contaminated sites, known extent of contaminated soil, groundwater and/or surface water and the location of pollutant storage tanks or other regulated materials storage areas or vessels in each alternative and shall recommend whether a Phase II Environmental Site Assessment is necessary.

### 5.5 Alternatives Comparison Matrix

The CONSULTANT will prepare an Alternatives Evaluation and Comparison Matrix to document and compare the results of the evaluation tasks. This matrix will be used to clearly identify the most viable modification concept. It will be prepared in a manner suitable for presentation to the public. The matrix will be updated prior to the Alternatives Recommendation Meetings to reflect the recommended modifications.

### 5.6 Deliverables

Work to be completed under this section by the Consultant will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Transportation System Management Alternative Analysis
- No Build Alternative
- Alternative Typical Sections (as needed)
- Access Management, Evaluation and Concept and Maps
- Alternative Roadway Modification Concepts and Maps
- Alternative Modification Concept Analysis, to include:
  - Cost Analysis
  - Conformance to Transportation Plans Analysis
  - Land Use and Development Plan Analysis
  - Community Needs and Preferences Analysis
  - Conceptual Drainage Analysis and Pond Siting Report
  - Community Impact Analysis
  - Wetlands and/or Upland Impact Analysis
  - Floodplain Impact of Alternatives
  - Critical and Strategic Habitats Impact Analysis
  - Wildlife Corridor Impact Analysis
  - Threatened and Endangered Species Impact of Analysis
  - Archaeological and Historic Feature Analysis
  - Contaminated Sites Analysis
  - Draft and Final Alternatives Comparison Matrix

## Task 6 – Recommended Modifications Evaluation

Following completion of the alternative analysis and Alternatives Information Public Meeting, the CONSULTANT, in association with Metropolitan Transportation Planning Organization, will prepare the final recommended modifications to be considered for inclusion in the List of Priority Projects.

The CONSULTANT, in coordination with the PROJECT MANAGER, will refine the final recommended modifications. These refinements will include estimating the final recommended right-of-way limits, environmental mitigations, cost and other major features needed to advance the recommended modifications to the subsequent design phase. The evaluation matrix will be updated to reflect the impacts of the final recommended modification concept. Impacts that are not quantifiable will be documented in the Study Report.

### 6.1 Study Report

One primary document entitled the Study Report will be prepared. This document will record all public involvement activities, alternatives developed, analysis efforts, and the final recommendation. A report outline will be submitted to the Metropolitan Transportation Planning Organization Project Manager for review and approval prior to initiating documentation. It will contain summaries and recommendations pertaining to the recommended alternative and potential impacts associated with it. The CONSULTANT will prepare the draft Study Report documenting all activities leading to and including all comments received from the public to that point and the selection of the recommended modification concept. The draft report will be prepared prior to the Study Recommendation Meetings allowing sufficient time for Metropolitan Transportation Planning Organization's review comments to be incorporated into the draft document which will be available for review at that meeting.

The draft Study Report will be amended, if necessary, in accordance with the results of the Study Recommendation Meetings. This updated draft Study report will be presented to the Metropolitan Transportation Planning Organization at its Study Approval meeting. Any revisions from the Study Approval Meeting will be addressed in the final Study Report. To the maximum extent possible, all draft documents will be updated by modifying and inserting adjusted pages into the previously submitted documents. Digital copies will be delivered on a digital format as directed by the Metropolitan Transportation Planning Organization Project Manager and may be similarly updated for each submittal. Technical memoranda will be prepared throughout the course of the study to document interim decision on the traffic forecasts and the initial corridor analysis processes. These technical memoranda will be formally summarized in the body of the report and incorporated in their entirety into the Study Report as appendices.

The Study Report will, at a minimum, contain the following information in the body of the report (including maps as appropriate):

- Public Involvement
- Existing Conditions
- Project Need
- Utilities
- Conformance with Transportation and Long Range Plans
- Land Use and Development Patterns
- Existing and Proposed Land Uses
- Community Needs and Preferences
- Utilities Analysis
- Environmental Site Assessment Issues
- Cultural Features including Trails
- Hydrologic and Natural Features

- Corridor Analysis
- Alternative Typical Sections
- Alternative Modification Concepts
- Transportation System Management Analysis
- No Build Concepts
- Access Management Alternatives
- Alternative Drainage and Pond Concepts
- Analysis and Comparison of Alternatives (Including Costs and Impacts)
- Recommended Alternative Modification Concept and Map
- Right-of-Way Identification Map
- Cost Estimates
- Design and Construction Schedules

In addition, the Study Report shall include the following as appendices or as separate volumes of the report:

- Public Involvement Report
- Design Traffic Engineering Report
- Environmental Site Assessment Report, including as needed, Hydrologic and Natural Features

The CONSULTANT will prepare an Executive Summary that contains a synopsis of the Study Report. The draft Executive Summary and subsequent revisions including the final summary will be no more than four (4) pages. The Executive Summary will contain sufficient text, illustrations, tables and maps to adequately convey the results of the study to appointed and elected officials and the public and will be formatted to function as a standalone (brochure) document.

## 6.2 Cost Estimates and Final Design Schedule

The CONSULTANT will submit an estimated schedule and estimated costs for the final design and construction of the recommended modifications. The schedule and estimated cost will be included in the draft, updated and final copies of the Study Report

## 6.3 Final Recommended Modifications Concept Map

The CONSULTANT will prepare a Recommended Modifications Concept Map that graphically depicts the location of the roadway and appurtenances, their alignment and the proposed modifications prior to the Recommended Concept Public Meeting. The Recommended Modifications Concept Map will show the location of median openings (identified as to full or directional), signalization, lane configurations, pedestrian/bicycle facilities, transit facilities, potential pond/mitigation/flood plain compensation sites, wildlife corridors, critical and strategic habitat, utility strips, privacy walls and any other project elements. To show modification project detail, the Recommended Modifications Concept Map may be presented by project modification, segmented and/or with insets in a map series.

The Final Recommended Modification Concept Map [Series] will include the accompanying proposed typical section(s) illustrating roadway, bicycle and pedestrian facilities, conceptual lighting, and potential landscaping. Any revisions resulting from the Study Approval Meeting will be incorporated into the Recommended Modifications Concept Map [Series].

The Consultant will submit a Final Recommended Modification Concept Map [Series] with the Final Study Report. The final map will include modifications to the draft map as necessary to reflect the Metropolitan Transportation Planning Organization's action. The draft and final submittals of the Study Report with Executive Summary will include final Recommended Modifications Concept Maps formatted onto 8.5 inch X 11 inch sheets.

#### 6.4 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be submitted to and accepted by Metropolitan Transportation Planning Organization:

- Draft, updated drafts and final Executive Summary
- Draft, updated drafts, and final Roadway Conceptual Analysis Report (including 11" X 17" maps)
- Draft, updated drafts, and final Executive Summary (including 11" X 17" maps)
- Recommended Modification Concept Map, drafts and final
- Final Design Cost Estimate and Schedule
- Construction Cost Estimate and Schedule

Schedule - The Consultant will submit all required deliverables and provide specified services on or before June 30, 2025. Project Fee - This Scope of Services will be completed for a Lump Sum fee of \$200,000.



## ATTACHMENT "A": TECHNICAL SCOPE GUIDELINES

1. Existing R/W Map Project Numbers:	Provide the R/W Map number, year, MP limits, and minimum widths.
2. Old Construction Project Numbers:	Provide the project number, year, work description, and MP limits.
3. Additional R/W Required?	No. Yes. Consider stating the reason that is required, or simply refer to the R/W Scope Items and describe in more detail there.
4. Level of Community Awareness Plan:	Level 1-4 as described in the Project Management Handbook. Include a description if a higher level than typical for the project is proposed
5. Are there any bridges within the limits?	No. Yes. Include the bridge number and crossing feature.
6. Are there any RR Crossings within the project limits or in the vicinity?	No. Yes. Provide the crossing number and if railroad funding is to be included in the work program.
7. Are there any Airports within 5-miles?	No. Yes. Provide name, direction and distance from the project.
8. Storm Water Management Jurisdiction:	St. Johns River Water Management District
9. Is the Project within CCCL (Coastal Construction Control Line)	Yes or No.
10. Existing Utilities per Sunshine One Call:  Estimated number of underground: #	List the utilities as reported by Sunshine One Call and the type if known. Include any utilities noted during field review that were not on Sunshine One Call. Compare the utility list to the District utility address book to obtain currently used company names.
11. Is the project near a significant archaeological site?	No. EMO has reviewed this project and has no concerns. Yes. Refer to Permitting or Archaeological Scope Items if needed or provide a description here if brief.
12. Any Special MOT concerns?	Describe the concern if any. This would be atypical.
13. Any Construction Concerns?	Describe the concern if any. This would be atypical.
14. Posted/Design Speed Limits:	Include the posted and design speeds by MP.
15. Design Criteria and Highway System:	Designate if the project is intended to follow new construction criteria, RRR, TDLC, AASHTO, or Florida Greenbook.
16. Lump Sum or Pay Item?	Lump Sum is typical. Pay Item per PPM Guidance, requires concurrence from District Construction Office after reviewing the Scope.
17. Proposed Design Schedule	R/W – 3-4 years No R/W – 18-24 months



**CA.4**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison


Suwannee • Taylor • Union Counties

---

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

September 30, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Subtask 5.1 State Road 24 (Archer Road) Plan -Scope of Services / Request for Proposal

**STAFF RECOMMENDATION****Recommend that the Metropolitan Transportation Planning Organization:**

- 1. Approve the Scope of Services (see Exhibit 1) for soliciting consultant services for the development of the State Road 24 (Archer Road) Complete Streets planning study from State Road 121 (SW 34th Street) to State Road 25 (SW 13th Street) that will produce a list of prioritized projects that would be included in the List of Priority Projects;**
- 2. Authorize the Executive Director to make appropriate modifications based upon comments by Metropolitan Transportation Planning Organization advisory committees to the Scope of Services for the State Road 24 (Archer Road) Complete Streets Planning Study; and**

*Please note that the Metropolitan Transportation Planning Organization advisory committees (Bicycle/Pedestrian Advisory Board [9/26/24]; Citizens Advisory Committee [9/25/24] and Technical Advisory Committee [9/25/24]) did not meet as scheduled due to the impacts of Hurricane Helene.*

- 3. Authorize the Executive Director to advertise for solicitation of Requests for Proposal and have a staff technical review committee make a recommendation for the selection of the consultant and implementation of the State Road 24 (Archer Road) Complete Streets Planning Study.**

**BACKGROUND**

As part of its approval of the Unified Planning Work Program Fiscal Years 2024-25 and 2025-26, the Metropolitan Transportation Planning Organization designated \$200,000 of metropolitan planning (Planning) funds in Fiscal Year 2024-25 for a Complete Streets planning study for State Road 24 (Archer Road) from State Road 121 (SW 34th Street) to State Road 25 (SW 13th Street) [see Exhibit 1]. The purpose of this study is to identify multimodal projects that provide for the safe mobility of people and goods within the State Road 24 (Archer Road) Corridor. The projects recommended in the study should have discreet descriptions of modifications and project phasing.

Attachment

t:\scott\sk25\mtpo\memo\archer\_road\_scope-rfp\_mtpo\_oct07.docx



## EXHIBIT 1

### Scope of Work

#### **SW 13th Street (State Road 25) Complete Streets Plan Williston Road (State Road 331) to Archer Road (State Road 24) October 7, 2024**

##### Introduction

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) is conducting a Complete Streets corridor study for SW 13th Street (State Road 25) located in the City of Gainesville within Alachua County. The termini for this Complete Streets corridor study is from Williston Road (State Road 331) to Archer Road (State Road 24) and shall include all multimodal approaches at each terminus. All funded SW 13th Street corridor modifications currently identified in the current Transportation Improvement Program shall be identified in the study. All unfunded **SW 13th Street** corridor modifications currently identified in the current List of Priority Projects shall be identified in the study. The corridor analysis is to determine recommended safety and multimodal modifications. Proposed modifications shall result from analysis that considered:

- bicycle facility safety and connectivity;
- pedestrian facility safety and connectivity, including access to transit, and midblock crossings;
- Americans with Disabilities Act compliance;
- landscaping, and
- modal conflict reduction at intersections and midblock areas.

It is the intent of this Complete Streets Plan to include prioritized list of projects or project phases that can be considered for inclusion in the Metropolitan Transportation Planning Organization List of Priority. The following is a calendar which includes the major planning documents that would be subsequently impacted by the study recommendations.

This scope of work identifies the tasks to be performed by [INSERT NAME] (referred to as the CONSULTANT) in collaboration with Metropolitan Transportation Planning Organization to develop a Complete Street Corridor Study for SW 13th Street in coordination with the City of Gainesville, Alachua County and the Florida Department of Transportation.

The CONSULTANT shall provide project planning, conceptual engineering, and environmental analysis services for the above referenced project. The CONSULTANT shall perform those services required for planning studies, social and environmental effects, multimodal use, safety, engineering reports and public meetings. This study process is implemented with the intent of applying a comprehensive interdisciplinary approach, combining the strengths of the engineering and transportation planning disciplines in the initial development phases of major roadway modification projects. The interdisciplinary approach also seeks to assure early and systematic coordination with the City of Gainesville, Alachua County, Florida Department of Transportation, other local entities and the citizenry. The resulting coordination effort is intended to accurately gather and convey information pertinent to the development of the project, thereby identifying viable opportunities to expedite or advance pertinent project phases.

The early establishment of sound criteria documenting the need for the modification is key to the study process. The determination of project need is to be based on comprehensive and integrated technical data analyses, which effectively demonstrates the necessity for the project. In addition to the technical basis for the project, a commensurate public involvement effort providing citizens with clear and concise information is to be developed, thereby affording the citizenry an understanding of the project need.

The CONSULTANT will study the establishment of safe and efficient multimodal access management and intersection modifications including access management analysis and midblock pedestrian crossing signal warrant study for the existing six-lane portion of SW 13th Street from Williston Road (State Road 331) to Archer Road (State Road 24). The multimodal access management and safety analyses will utilize the current Florida Department of Transportation guidance for methodologies to develop appropriate, safe and efficient modifications. The signal warrant analysis will consider efforts by the adjacent commercial property owners to provide cross access between properties to help justify satisfaction of a signal warrant.

The CONSULTANT will evaluate and recommend intersection, drainage, lighting and major utility relocation modifications that will address the existing and future demands of all modes of transportation while utilizing all available right-of-way and identifying additional right-of-way necessary for intersection and/or midblock modifications. The CONSULTANT shall also consider adding other special treatments for motorist awareness of any proposed midblock pedestrian-actuated signalized crossings.

The CONSULTANT will consider reconfiguration of the Archer Road (State Road 24) intersection approach including the sliplane elimination, signage, pavement markings, pedestrian/bicycle safety, and pedestrian/bicycle and intersection lighting to address the existing and future demands of all modes of transportation while also considering special treatments to draw motorists' awareness of the Depot Avenue Rail/Trail crossing users south of the Archer Road (State Road 24) intersection.

The tasks included in this Scope of Services can be generally grouped into the following six primary categories:

1. Administration
2. Public Involvement
3. Data Collection
4. Corridor Analysis and Project Need Documentation
5. Modification Alternatives Development and Analysis
6. Recommended Modification Evaluation

The scope of service addresses each task within these elements and serves to further define specific requirements.

In developing the project schedule, the CONSULTANT will consider the Metropolitan Transportation Planning Organization meeting calendar illustrated below

MEETING DATE FRAMEWORK			
Project Month	Project Activity	B/PAB, CAC & TAC	MTPO
September 2024	-	Scope Recommendation	
October 2024	-		Scope Approval
November 2024	-	Agreement Recommendation	
December 2024	-		Agreement Approval
January 2025	Kickoff		
February 2025	-		
March 2025	-	Alternatives Recommendation	
April 2025	-		Alternatives Approval
May 2025	Draft Study	Study Recommendation	
June 2025	Final Report		Complete Study Approval
B/PAB - Bicycle/Pedestrian Advisory Board; CAC - Citizens Advisory Committee; MTPO - Metropolitan Transportation Planning Organization; and TAC - Technical Advisory Committee.			

## Task 1 - Administration

### 1.1 Meetings & Coordination

The Complete Streets Corridor Study management representation will be the responsibility of the Metropolitan Transportation Planning Organization Chief Staff Official or his/her designee, otherwise known as the PROJECT MANAGER. The Project Team is comprised of the Metropolitan Transportation Planning Organization staff and designated CONSULTANT staff. The appropriate members of the Project Team will participate in monthly meetings, which may be virtual and/or in-person at Metropolitan Transportation Planning Organization office to review project progress and status, upcoming events, and activities. The CONSULTANT will prepare a meeting agenda, and draft / distribute meeting summary following each of these meetings for distribution to the regional partners.

The CONSULTANT shall participate in up to six (6) additional coordination meetings not identified in Tasks 2 through 6. These coordination meetings precede the following:

- Draft Alternatives Information development;
- Alternatives Information Workshop;
- Draft Alternatives Recommendations to the Bicycle/Pedestrian Advisory Board; Citizens Advisory Committee and Technical Advisory Committee;
- Draft Alternatives Recommendations Metropolitan Transportation Planning Organization;
- Draft Complete Streets Study Recommendations to the Bicycle/Pedestrian Advisory Board; Citizens Advisory Committee and Technical Advisory Committee; and
- Draft Complete Streets Study Recommendations to the Metropolitan Transportation Planning Organization.

## 1.2 Study Schedule

The CONSULTANT will prepare and submit a detailed project schedule identifying major tasks, their durations, and task relationship to the overall project master schedule developed by Metropolitan Transportation Planning Organization as shown in the Introduction. The CONSULTANT is responsible for keeping the schedule up to date.

## 1.3 Invoices

Invoices shall be prepared in the format prescribed by Metropolitan Transportation Planning Organization and submitted on a monthly basis unless directed otherwise by the PROJECT MANAGER. The monthly invoice will include a narrative description of the work performed by the CONSULTANT during the period covered by the invoice for each item in the scope. The final invoice will be labeled "Final" and project close out procedures will be followed.

## 1.4 Quality Assurance/Quality Control

The CONSULTANT shall designate qualified experienced staff independent to the study effort to conduct Quality Assurance/Quality Control reviews of all work products, prior to submittal to Metropolitan Transportation Planning Organization and in keeping with the Project schedule. Work effort for Quality Assurance/Quality Control reviews shall be addressed as part of the work effort as identified elsewhere herein, and shall be limited to five (5) percent of the work effort for each item.

## 1.5 Deliverables

Work to be completed under this section by the CONSULTANT shall require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Project Schedule (initial and monthly updates)
- Monthly Progress Reports



## Task 2 – Public Involvement

Public involvement activities of this project shall be consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. The purpose of the public involvement element is to get the community involved in the project development and decision-making process so the Metropolitan Transportation Planning Organization can develop candidate projects for the List of Priority Projects that not only meets the transportation needs of the area, but is also supported by the community it is intended to serve. Therefore, the Consultant shall conduct the following public involvement activities throughout the project.

### 2.1 Project Public Participation Plan

The CONSULTANT shall prepare a Project Public Participation Plan and submit it to the PROJECT MANAGER for review and approval. The Project Public Participation Plan shall be consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. The Project Public Participation Plan shall delineate the CONSULTANT's efforts to inform and involve the citizens of the county and city, appropriate state and local agencies and responsible appointed and elected public officials in the project planning, review and approval process. At a minimum, the Project Public Participation Plan should include the following:

- Project background and objectives;
- Identification of affected communities, stakeholders, elected officials and agencies;
- Identification of media (e.g. television, radio, newspaper) for news and/or advertisement;
- Outreach methods with particular attention to low income, elderly, minority and disabled persons;
- Limited English proficiency strategies for Spanish speaking populations;
- Other opportunities for the public to provide input;
- Outreach calendar noting dates (or timeframes) for public meetings and notification needed like social media posts and Constant Contact emails;
- Methodology for collecting and responding to public comments ; and
- Discussion of public comments will be analyzed and incorporated, as appropriate.

### 2.2 Stakeholder Input

The CONSULTANT shall coordinate for data collection and discussion to garner input from the following stakeholders:

Roadway Management / Users	Florida Department of Transportation City of Gainesville Traffic Management Center City of Gainesville Regional Transit System
Other Public Infrastructure	Gainesville Regional Utilities Department School Board of Alachua County
Public Health	Alachua County Public health Department University of Florida Health Veterans Administration Hospital
Public Safety / Security	Alachua County Fire Rescue Alachua County Sheriff's Office City of Gainesville Fire Rescue City of Gainesville Police Department University of Florida Police Department
Other Stakeholders	Gainesville Cycling Club Gainesville Citizens for Active Transportation University of Florida Student Government

The CONSULTANT shall coordinate with City of Gainesville Regional Transit System and Traffic Management Center to determine if the proposed modifications will result in adverse impacts to their regional and local bussing schedules, routes, and bus stops and to discuss potential mitigation strategies. The CONSULTANT shall coordinate with the School Board of Alachua County to determine if the proposed modifications impact the movement of students from schools in the area and shall recommend modifications to student pedestrian and bicycle movements to enhance safety along the proposed corridor. The CONSULTANT shall reflect the mitigating measures in the visual model and present the proposed solution(s) on the concept plans and typical sections.

The CONSULTANT shall include Metropolitan Transportation Planning Organization staff in the meetings/interviews and shall document for public participation plan reporting the name of the individual contacted, date, time, contact details and meeting/interview summary of the topics discussed for each interaction. Production of meeting/interview summaries shall be included as part of data collection and analysis tasks for invoicing purposes. The PROJECT MANAGER, who is responsible for Metropolitan Transportation Planning Organization and its advisory committees' meeting minutes, will provide the CONSULTANT pertinent summaries of any Complete Street study discussions from their respective meetings.

### 2.3 Small Group /Stakeholder Outreach

The CONSULTANT shall conduct outreach to stakeholders, impacted residences commercial properties and other interested parties for participation in the Complete Streets Study process. The CONSULTANT shall be available to conduct two (2) small group meetings with organizations interested in the Study. These meetings /presentations may be made to homeowner associations or other formal organizations. The CONSULTANT shall be responsible for preparing all presentation and handout materials. Preparation for public meetings and other outreach activities, as well as preparation of meeting summaries and follow up, shall comply with direction provided in Sub-Task 2.6.

### 2.4 Updated Mailing List

The CONSULTANT is responsible for identifying the initial Project mailing list that may include officials and interested parties (any person or institution expressing an interest in the project), affected parties, and potential permit and review agencies. The initial mailing will provide notification that the study is commencing and encourage interested parties to visit the website to sign up for future email updates.

The CONSULTANT will prepare the initial mailing list using the County Property Appraisers' information and contain all homeowners / property owners located within the study corridor as determined by Metropolitan Transportation Planning Organization.

The CONSULTANT will prepare and maintain a stakeholder database for the study including names, emails, and physical addresses (if appropriate) to include any person or institution expressing an interest in the project, potential permitting or review agencies, elected and appointed officials in the area, community leaders, and media representatives.

The CONSULTANT will maintain and regularly update the stakeholder database during the course of the study and provide an updated listing for Public Information Meetings.

## 2.5 Advertisements / News Releases / Metropolitan Transportation Planning Organization Website

The CONSULTANT will prepare and ensure the publication of display advertisements in The Gainesville Sun and The Independent Florida Alligator in accordance with the Metropolitan Transportation Planning Organization public Involvement Plan. The advertisements shall be display ads approximately 4" x 5".

The CONSULTANT is responsible for preparation of study materials (informational displays (i.e. maps, alternative modifications, concepts, and other graphics) to be posted for the public review on the Metropolitan Transportation Planning Organization website.

## 2.6 Public Information Workshop

The CONSULTANT shall prepare for and participate at one (1) public information workshop as described below:

- Preparation and Documentation of Public Workshop

Logistics: The CONSULTANT will conduct all preparations to hold a Metropolitan Transportation Planning Organization-hosted public workshop for stakeholders and other interested parties and shall ensure that appropriate CONSULTANT personnel are available to assist with the meetings. The purpose of the workshop is to provide the stakeholders and other interested parties an opportunity for input:

- on perceived problems and concerns existing within the **SW 13th Street** Corridor Study area
- input for potential solutions and modifications within the **SW 13th Street** Corridor Study area that could be incorporated into the alternatives

The CONSULTANT is responsible for informational displays (i.e. maps, alternative modifications, concepts, and other graphics) to be displayed for the public to review at the workshop. The workshop will include a PowerPoint presentation followed by a question and answer period during which meeting participants may ask questions of the Study Team.

Presentation/Materials: CONSULTANT will obtain direction from the Metropolitan Transportation Planning Organization Project Manager prior to beginning work on workshop presentation and materials and shall have the PowerPoint presentation and all meeting materials (including script and displays) in draft format ready for review and approval by Metropolitan Transportation Planning Organization staff no later than three (3) weeks prior to the workshop. The CONSULTANT will prepare comment forms to make available to meeting participants and other interested parties. Comment forms will be prepared in English and Spanish.

Workshop Documentation: The CONSULTANT will document, interpret and summarize all comments received and questions addressed at the workshop and shall prepare written responses to all questions not adequately addressed at the meetings. Additionally, the CONSULTANT will document and summarize all comments and questions received in an easy-to-read format for public viewing from the hardcopy and online comment forms. The CONSULTANT will provide follow-up information necessary to respond to the public's comments and questions. All comments shall be evaluated in the alternative analysis process, leading to the identification and selection of modifications and shall be incorporated into the Study Report. Meeting summaries, public comment card summaries, final meeting minutes/summaries and other meeting documentation will be submitted to the Metropolitan Transportation Planning Organization PROJECT MANAGER and staff within five (5) business days of the meeting.

## Alternative Information Meetings -

The purpose of this meeting is to present the data collection findings, alternative modification concepts (including typical section(s), stormwater conveyance for offsite and bypass systems and access management, alternative typical sections, wildlife crossings, transit needs as addressed in typical sections, predetermined or proposed trail, bike and pedestrian pathways and crossings).

The CONSULTANT shall prepare materials for meeting packets and presentations of Alternatives Information for review and comment by the PROJECT MANAGER. The CONSULTANT shall revise the materials per PROJECT MANAGER's comments.

The CONSULTANT shall prepare materials for meeting packets and presentations of Alternatives Information for review and recommendations to the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee meetings.

The CONSULTANT shall update as needed per advisory committee recommendations the materials for the meeting packet and presentation of Alternatives Information for review and approval at the Metropolitan Transportation Planning Organization meetings.

The CONSULTANT will prepare for, participate in and provide all support necessary (including a PowerPoint presentation, script and handout materials) for the Metropolitan Transportation Planning Organization PROJECT MANAGER to conduct briefings and give the presentations. Materials and supporting reports will be provided in an editable digital format acceptable to Metropolitan Transportation Planning Organization three (3) weeks prior to the scheduled briefings.

The CONSULTANT will setup displays and other exhibits at least one (1) hour prior to the scheduled presentations for public inspection. The CONSULTANT will provide the final digital presentation at least two (2) business days prior to the scheduled briefing meeting times.

## 2.7 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Public Involvement Plan
- Updated Mailing List
- Excel file with stakeholder database
- Small Group / Stakeholder Meeting Materials and Meeting Summaries (if applicable)
- Content for Website
- Advertisements & News Releases
- Public Information Meeting / Workshop Materials
  - Exhibits
  - PowerPoint Presentations
  - Comment Forms
  - Handouts
  - Response/Comment Tabulations
  - Summaries

### Task 3 – Data Collection

Immediately upon receipt of the notice to proceed, the Consulting Team will begin collecting the engineering, land use, traffic and crash, transit, drainage, hydraulic, and environmental data and complete streets elements necessary to develop and evaluate a reasonable range of alternative modification concepts as defined in Section 6.0 to meet the existing and future travel demand within the Study Area.

The CONSULTANT staff will conduct field work to observe, take pictures, and visualize the issues and opportunities identified in Task 1.

#### 3.1 Video and Aerial Base Maps

The CONSULTANT will prepare a high-resolution video fly through at an appropriate elevation documenting the existing condition of the project. The CONSULTANT will use the video to convey the existing and future appearance (i.e. visual and aesthetics) of the modification concept to the public at the Alternative information Workshop and other public meetings. The presentation video shall display a split screen illustrating the existing conditions on one-half of the screen and the proposed modifications superimposed on the other half of the screen. Emphasis shall be placed on impacts to existing properties adjacent to the proposed solution.

The CONSULTANT will prepare color 1"=100' and 1"=50' scale controlled aerial-based raster image maps. These maps shall be used to present the master drainage basins (1"=100'), the alternative modification concepts (1"=100'), the recommended modification concept (1"=50'), right-of-way requirements (1"= 50') and any other required information.

The CONSULTANT will prepare color aerial photography that will be suitable for virtual display. Color aerial imaging will be used to present the overall project concept and the final recommended modification alternative to the public at the various public meetings. Both will be provided to Metropolitan Transportation Planning Organization by acceptable digital format.

#### 3.2 Existing Roadway Characteristics

The CONSULTANT will conduct field investigations to collect all pertinent information on existing roadway characteristics (including structures where applicable) necessary to develop, evaluate and compare the alternative modification concepts. The roadway data will be compiled, documented and mapped on the aerial photography base maps for public presentations.

All pedestrian infrastructure (i.e., sidewalks, curb ramps, street crossings, etc.) and bicycle infrastructure (bicycle lanes and/or trails), as appropriate, located within the project limits and public rights-of-way will be evaluated to determine compliance with current Americans with Disabilities Act standards. If the subject areas appear to be non-compliant with the current Americans with Disabilities Act standards, the CONSULTANT shall notify the Metropolitan Transportation Planning Organization PROJECT MANAGER in writing advising the Florida Department of Transportation Americans with Disabilities Act Coordinator or designee of the existing non-compliant features for further review and assessment.

The roadway data will be compiled, documented and mapped on the aerial photography base maps for public presentations.

### 3.3 Traffic Data

Florida Department of Transportation data may be available for this project. The CONSULTANT will coordinate with Metropolitan Transportation Planning Organization to secure the data and incorporate the results into the project traffic analysis and report. The CONSULTANT will collect the traffic data and develop the traffic factors and design traffic projections listed below:

#### 3.3.1 Traffic Counts

If preferred, the CONSULTANT will collect and analyze a combination of 72-hour classification counts. Otherwise, the CONSULTANT will use the Florida Department of Transportation count data. The CONSULTANT will collect and analyze ten (10) hour turning movement counts (by 15-minute increments). All traffic count locations shall be identified by map in the Complete Streets Study Report.

Traffic Count Locations and Turning Movement Count Locations (vehicular, pedestrian and bicycle for am and pm, mid-day for school locations)

##### Traffic Count Locations

Williston Road to SW 14th Drive  
SW 14th Drive to SW 25th Place  
SW 25th Place to SW 16th Avenue  
SW 16th Avenue to Archer Road

##### 10-Hour Turning Movement Count Locations

Williston Road  
SW 14th Drive  
SW 25th Place  
SW 16th Avenue  
Archer Road

The CONSULTANT will be prepared to collect turning movement counts at one (1) additional intersections based on the results of this initial data collection effort.

The CONSULTANT will also observe and document weekday bicycle, pedestrian and transit activity and travel patterns within the study area during the field review. Off-street use of motorized micromobility vehicles should be identified.

#### 3.3.2 Traffic Factors

Using the data collected through the traffic count program described above, the CONSULTANT shall use Year 2045 long-Range Transportation Plan-consist current and future year values for the following traffic factors:

- Peak to Daily Ratio (K) Factor
- Directional Split (D) Factor
- Truck Factor (T)

### 3.3.3 Design Traffic Projections

Using the latest adopted Gainesville Urban Area Transportation Study travel forecasting model Year 2045 Long-Range Transportation Plan data and/or the most recent Florida Department of Transportation forecast count data, the Consultant shall conform with the respective year forecast bands for the identification of short-range and long-range modification alternatives, including project phases (preliminary engineering, design, right-of-way, environmental, construction).

The traffic projections shall be presented as average annual daily traffic (AADT). For the purposes of this study, the **SW 13th Street** corridor capacity for motor vehicle operations on general purpose lanes is constrained.

The CONSULTANT shall also prepare turning movement analysis for each intersection identified in Section 3.3.1 to assess need for traffic operations modifications and to address modal accommodations / conflicts. The CONSULTANT shall perform an intersection level of service analysis, as well as other performance indicators, and provide a recommendation for traffic control timing for each of the above listed intersections using the appropriate software as approved by the County. In addition, from pedestrian data, the CONSULTANT will conduct review and analysis for the need of midblock crossings particularly for access to transit.

### 3.3.4 Operational Analysis

The Consultant will conduct existing and future operational analysis using Synchro 10 software. Intersection Level of Service results will be based on the Highway Capacity Manual (HCM) 7th Edition. The operational analyses will be performed for all analysis years for both AM and PM peak hours. The operational analysis will include all modes including automobiles, pedestrians, bicycles, and transit.

### 3.3.5 Crash Data

The CONSULTANT will collect and analyze Signal 4 Analytics data for the most recent five (5) years. Crash diagram summaries shall be provided for each identified high crash area.

The CONSULTANT will develop an existing conditions map containing geocoded crash diagram summaries. The crash data collected will include, at a minimum, the total number of crashes within the Study area and a summary of the crashes by type including crashes involving pedestrians and bicycles which shall be acquired both separately and concurrently with vehicular crash data, location, fatalities, injuries, cause and conditions and existing conditions map shall be included in the Complete Street Study Report.

### 3.3.6 Intelligent Transportation System Considerations

The CONSULTANT will coordinate with the Florida Department of Transportation and the City of Gainesville Traffic Management Center concerning existing Intelligent Transportation System infrastructure and potential Intelligent Transportation System modifications.

### 3.3.7 Design Traffic Technical Memorandum

The CONSULTANT will summarize the traffic data, travel forecasting and crash analysis activities in a Design Traffic Technical Memorandum. The CONSULTANT will prepare visual highlights of the key findings of the Design Traffic Technical Memorandum for use at the Alternatives Information Public Workshop. Both deliverables will be submitted to Metropolitan Transportation Planning Organization PROJECT MANAGER for review and comment two weeks prior to the scheduled the Kick-Off Alternatives Information Public Workshop and updated at a time consistent with the Metropolitan Transportation Planning Organization approved project schedule. Comments on the updated Design Traffic Technical Memorandum shall be addressed in the Design Traffic Engineering Report.

### 3.3.8 Design Traffic Engineering Report

The CONSULTANT will prepare a detailed Design Traffic Engineering Report describing the traffic data collection effort, modeling and analysis. The report will contain tabulations of all data collected, warrant analyses where appropriate, and recommendations as to traffic control methods and turn lane geometry for specific intersections. The CONSULTANT will prepare visual highlights of the key findings of the Design Traffic Engineering Report for use at the Alternatives Recommendation and Alternative Approval meetings. The draft Design Traffic Engineering Report and visual infographics will be submitted for review two weeks prior to scheduling the Alternatives Recommendation meeting. The final Design Traffic Engineering Report will be summarized in and appended to the Complete Streets Study Report.

### 3.4 Utilities

The CONSULTANT will coordinate with the Florida Department of Transportation and Gainesville Regional Utilities concerning locations of existing and proposed utilities that would impact or would be impacted by proposed modifications to the corridor, including but not limited to the following:

- Overhead: transmission lines, microwave towers, etc.
- Land Surface: utility boxes, valves and shut-offs, potable or irrigation water supply wells, etc.
- Underground: water, gas, sanitary sewer, force mains, power and telephone cables, etc.

The CONSULTANT will perform a preliminary assessment of the preferred modification in coordination with the roadway lighting utility provider to identify areas that may require new lighting or lighting upgrade. The utility will perform lighting design during the design phase of the project. The CONSULTANT preliminary lighting assessment shall be limited to visually verifying that the existing lighting is sufficient or insufficient to meet the Florida Department of Transportation Design Manual Section 231 specifications and shall include recommendations for lighting in the Study Report.

The CONSULTANT will assess potential impacts to electrical distribution and transmission power poles along, **SW 13th Street**. The consultant shall include recommendations for relocation of electrical supply poles and facilities in the Study Report.

The CONSULTANT will perform a field assessment of lighting including street lighting and pedestrian/bicyclist lighting. The assessment shall include:

- Visual inspection of areas of well lit or poorly lit areas.
- Locate light poles, identify if stand alone or on existing utility pole, wattages (if present)
- Identification of poles that are in poor condition and poles that may affect existing or proposed right-of-way.



The CONSULTANT will summarize corridor lighting on base maps and shall provide recommendations for modification.

The CONSULTANT will coordinate with the Gainesville Regional Utilities to better coordinate Capital Improvement Program budgets and schedules:

1. Make them aware of the project at the conceptual level. (All information provided to each utility shall be documented as noted below.)
2. Obtain information on proposed utility construction and required clearances and easements.
3. Obtain input on utility issues that may not be readily apparent.

The CONSULTANT shall map and document this information in the Utility Section of the Study Report, which shall summarize how the existing utilities shall influence location and design considerations.

### 3.5 Transportation Plans

The CONSULTANT will review and document plans, including multimodal transportation and utility plans that may be pertinent to the project for all modes of transportation including automobile, truck/freight, transit, bicycle/pedestrian, motorized micromobility (such as scooters) and other non-motorized vehicles and modes by utilizing information from the City of Gainesville Comprehensive Plan and Transit Development Plan and Metropolitan Transportation Planning Organization. The Metropolitan Transportation Planning Organization Transportation Improvement Program shall be reviewed and details including funding schedules and descriptions of projects including or impacting the study area shall be documented. The information received from these plans shall be used to identify the conformance of this project to applicable transportation plans and to develop and evaluate the alternative modification concepts. The CONSULTANT shall document this investigation and its conclusions in the Study Report.

### 3.6 Existing Multimodal Accommodations and Services

The CONSULTANT will research, evaluate and document the locations and conditions of existing and planned pedestrian, bicycle, trail, and public transportation accommodations and services within the vicinity of the Study area including, but not limited to, sidewalks, pedestrian crossings, paved shoulder widths, signed bike routes, park-and-ride lots and transit bus routes and stops. This information, along with a review of the City of Gainesville sidewalk and bicycle facility inventories, will be used to identify potential multimodal modifications and connections to existing and planned multimodal infrastructure, if applicable.

### 3.7 Environmental Site Assessment

The CONSULTANT will conduct a desktop review for potential contamination sites, including any data contained on the Florida Department of Environment Protection websites for the properties affected by the modification being considered. The findings of the review will be mapped and documented in the Study Report.

### 3.8 Land Use / Development Plans

The CONSULTANT will review all relevant land use information (existing and future) necessary to develop and evaluate a reasonable range of alternative roadway modifications and to identify locations where right-of-way could potentially be dedicated for the roadway, pedestrian and bicycle modifications. Land use information may be found in the following sources: comprehensive and future land use plans, proposed development plans, zoning regulations, special area studies / plans and preliminary and final plats. This information shall be updated as needed during the Study period, documented on the aerial base maps and included in the Study Report.

The CONSULTANT will document pertinent information in the Study Report and on the aerial base maps.

### 3.9 Cultural Facilities

The CONSULTANT will conduct a desk-top review of cultural facilities that are located within the vicinity of the study area. Cultural facilities shall include, but not be limited to, trails, parks, schools and recreational areas as well as the neighborhoods they serve. Information relevant to this Study shall be mapped and documented in the Study Report.

### 3.10 Archaeological and Historic Features

The CONSULTANT will review federal, state and local sources to identify recorded historical and archaeological sites within the study area. Utilizing this information, the Consultant shall map all sites that may influence the location and evaluation of alternative modification concepts. This information shall be documented in the Cultural Resource Section of the Study Report.

### 3.11 Hydrologic and Natural Features.

The CONSULTANT will review existing information, including, but not limited to, the data and maps of the US Army Corps of Engineers, Florida Natural Areas Inventory, St. Johns River Water Management District Databases, Florida Department of Environmental Protection, Florida Land Use and Cover Classification Systems, Natural Resources Conservation Service, City of Gainesville Stormwater Plans and Federal Emergency Management Agency basin studies, Florida Fish and Wildlife Conservation Commission Habitat Model Data, US Fish and Wildlife IPaC tool and specific site indicators such as topography, vegetation, soils data, floodplain information, and other field observations to identify significant hydrologic and natural features found within the study area.

The CONSULTANT will supplement existing literature/resource documents with field reviews of the study area. If the field review identifies the potential presence of a listed feature within the study area, the CONSULTANT will document and map the location(s) and extent relative to the occurrence within the study area. Information to be documented shall, at a minimum, include the following:

- Water Quality
- Floodplains and Floodways
- Drainage Outfalls
- Recommendations for the Maintenance of Watershed Water Flows and Volumes

The CONSULTANT will conduct and identify wetlands in accordance with all applicable State and Federal Regulations. A minimum of three (3) Seasonal High Water Table Elevations (SHWT) shall be established for each wetland. The CONSULTANT shall conduct and coordinate field investigations as necessary with County/City staff and with the appropriate regulatory agencies. The CONSULTANT will provide meeting minutes and field notes to the Public Works Environmental Project Manager.

“Wildlife Corridor” will be defined as a route that permits the direct travel or spread of animals or plants from one area or region to another, either by the gradual spread of a population of a species along the route or by actual movement of animals, seeds, pollen, spores or microbes, as defined in Florida’s State Wildlife Action Plan (formerly Comprehensive Wildlife Conservation Strategy). Critical and Strategic Habitat shall be defined as areas designated or proposed in accordance with the US Fish and Wildlife Endangered Species Act or Fish and Wildlife Commission modeled areas of habitat that have been identified as essential to sustain a minimum viable population for focal terrestrial vertebrate species that were not adequately protected on existing conservation lands, respectively.

The CONSULTANT will make recommendations as appropriate, to accommodate, wildlife crossing(s) and to preserve wildlife corridors.

The CONSULTANT will document offsite and bypass drainage features occurring within the study corridor and shall make recommendations to preserve and maintain water flows and volumes within watersheds. The Consultant shall assess and recommend strategies to assure the **SW 13th Street** corridor and adjoining lands, environmentally sensitive lands, and drainage are preserved, and - where indicated - potentially enhanced, as part of the corridor modifications.

The CONSULTANT will also evaluate corridor-wide permit-related information on environmental resource permits, dredge and fill permits, water quality permits, or stormwater discharge permits. This activity shall include coordinating with all applicable permitting agencies and identifying all existing permits and their conditions and influence on this Study.

The CONSULTANT will document in report and map format, in the Study Report, all information that may influence the location and evaluation of alternative modification concepts.

### 3.12 Threatened and Endangered Species

The CONSULTANT will review existing information to determine the potential presence of threatened or endangered plant and animal species within the study area. If the review identifies the potential presence of threatened or endangered plant or animal species, the CONSULTANT will document and map their locations relative to the findings/recommendations in Section 3.10. The CONSULTANT will supplement documented information with field reviews of the study area. The CONSULTANT will document in report and map format, in the Study Report, all information that may influence the location and evaluation of alternative modification concepts.

### 3.15 Deliverables

Work to be completed under this section by the Consultant shall require the following items to be submitted to and accepted by Metropolitan Transportation Planning Organization:

- Color Aerial Base Map
- Initial Design Traffic Technical Memorandum
- Updated Design Traffic Technical Memorandum
- Design Traffic Engineering Report
- Recommendations for the Maintenance of Watershed Water Flows and Volumes
- Environmental Site Assessment Report
- Mapping and Documentation of: Existing road characteristics
  - Existing and proposed utilities
  - Hazardous materials areas
  - Land use plans
  - Cultural features including trails
  - Archaeological and Historical Sites
  - Hydrologic and Natural Features
  - Utilities

### Task 4 - Corridor Analysis and Project Need Documentation

Following completion of the data collection and evaluation activities, the CONSULTANT will perform a corridor analysis for the study area. This analysis will determine the characteristics within the study area and potential corridors therein that could influence the development of the modification concepts. The Corridor Analysis activities will identify the modification need, the existing and projected travel demand, the current and projected land use development patterns and the presence of any environmental, cultural, archaeological/historical, hydrologic and natural sensitive area(s) within the corridor.

The CONSULTANT will prepare a draft Corridor Analysis Technical Memorandum that will document the Corridor Analysis activities. The draft memorandum will be incorporated into the development of the alternatives and analysis. The technical memorandum will be submitted to Metropolitan Transportation Planning Organization for review and approval and will be included in the Corridor Analysis Section of the Study Report. The Corridor Analysis Technical Memorandum will contain, at a minimum, the following information in the body of the memorandum (including maps as appropriate):

- Existing Road Characteristics
- Crash Data
- School and Public Transportation
- Existing and Proposed Utilities
- Existing Transportation and Long Range Plans
- Soils Data
- Areas of Potential Contamination
- Existing and Proposed Land Uses, Zoning and Development Project Boundaries
- Cultural Features including Trails
- Project Need
- Existing and proposed travel demand
- Current and projected development patterns
- Modification Opportunities, Alternatives and Constraints
- Summary of Public Involvement to date

#### 4.1 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Corridor Analysis Technical Memorandum

## Task 5 - Modification Alternatives Development and Analysis

The CONSULTANT will perform the following tasks to develop, analyze and compare alternative modification concepts within the corridor. A total of 3 build alternatives will be considered. As one build alternative, the CONSULTANT will consider Transportation Systems Management. The Transportation Systems Management analysis will evaluate side street intersections and traffic signal modifications as possible alternatives. Two additional Build alternatives will be analyzed as part of this study. All alternatives will consider and demonstrate the capacity to comply with Americans with Disabilities Act standards. The CONSULTANT will document in the Study Report any design criteria utilized in the analysis process for roadway and drainage modification concepts.

### 5.1 Alternative Typical Sections

Based on the draft Design Traffic Technical Memorandum and Corridor Analysis Technical Memorandum, drainage considerations, transit and multimodal needs and other available information, the CONSULTANT will consider alternative typical sections for **SW 13th Street** which will include alternatives that minimize property acquisition outside within the existing right-of-way. The CONSULTANT will then evaluate these two alternatives using criteria that will include but not be limited to Complete Streets needs, access management, right-of-way requirements, offsite and bypass drainage systems and traffic volumes. The analysis will be documented in the Study Report and submitted to Metropolitan Transportation Planning Organization with a recommendation of viable typical sections.

### 5.2 Access Management Determination

The CONSULTANT will review the current Florida Department of Transportation State Highway System Access Management classifications and define alternative access management concepts that may be applicable to this project with consideration of the Florida Department of Transportation Corridor Context Classifications and City of Gainesville transects. The review will consider whether any adjustment the Context Area Classification zones within the SW 13th Street Corridor.

Access management evaluation will consider proposed development within the SW 13th Street Corridor, especially if any development order includes any transportation system mitigation modifications.

The CONSULTANT will evaluate the effects of at least two (2) alternative access management concepts that appear to be most applicable considering traffic circulation, pedestrian and bicycle movements and safety, access to individual properties, U-turn vehicle tracking needs and other applicable criteria and recommend the most appropriate application for each section of the corridor.

The CONSULTANT will update the concept throughout the Study and document the evaluation and recommendation of the alternative access management concepts in the Study Report.

### 5.3 Develop Alternative Modification Concepts

The CONSULTANT will develop alternative modification concepts for at least two (2), but no more than three (3) alternative access management concepts. Concept plans will include the aerial background and existing roadway characteristics information as developed in Section 3.0.

#### 5.4 Analyze Modification Concepts

The CONSULTANT will analyze the benefits and impacts associated with the Modification Concepts as well as the No-Build Concept. The results of the analysis of the Alternative Modification Concepts will be documented in the in the Study Report. The analysis to be performed for each alternative will specifically include safety, accommodations for a wide variety of users, cost, conformance to long-range plans, good engineering practices and environmental considerations, some of which are more particularly described below:

- **Compensable Impacts Analysis** - The CONSULTANT will look to minimize compensable impacts to private properties associated with each viable alternative. This evaluation effort will include:
  - Inspection of potential affected properties in the field to determine the extent of compensable impacts on each parcel associated with each viable alternative, and whether such impacts can be reduced in a cost-effective manner.
  - Consideration of site access, onsite drainage, onsite parking, onsite utilities, including septic systems, and any other existing facilities that may be impacted by each viable alternative modification concept, including financial impacts to existing businesses.
  - Incorporation of comments in the recommended alternative such as to minimize the number and extent of such compensable impacts.

The above-described investigations, findings and recommendations will be documented in the Study Report.

- **Cost Analysis** – The CONSULTANT will develop engineering design and construction cost estimates for each alternative. The CONSULTANT will develop estimated right-of-way impacts for each alternative, including a tabulation of potential acquisition parcels and areas (in square feet). The location of each parcel will be shown on an aerial map. Preliminary right-of-way cost estimates will be based on a planning level analysis (costs per square foot).
- **Conceptual Drainage Analysis** – The CONSULTANT will perform a preliminary drainage analysis of each alternative to determine the potential outfall locations and preliminary sizes (volume and area) of required detention and/or retention facilities for stormwater treatment or attenuation and will include assessment of existing piped and swale systems. This analysis will also address off-site and bypass systems within each viable alternative corridor including the sizing of closed systems. The findings will be appended to the Study Report. If the Drainage Analysis indicates no ponds are required, the Consultant will provide adequate information and data to request a stormwater permit exemption from the Water Management District.
- **Community (social-economic) Impact Analysis** – The CONSULTANT will estimate the number of residences, businesses, neighborhoods, and community facilities impacted by each alternative, including socio-economic data sufficient to determine potential impacts to disadvantaged populations. The CONSULTANT will prepare aerial photography with proposed right-of-way lines for each alternative.
- **Critical and Strategic Habitat Impact** - The CONSULTANT will quantify/qualify the potential impacts to United States Endangered Species Act critical habitats and Fish and Wildlife Commission identified strategic habitat associated with each modification concept and shall identify potential alternatives and/or mitigation strategies and costs.

- Contaminated Sites Impacted – The CONSULTANT will identify the location of any contaminated or potentially contaminated sites, known extent of contaminated soil, groundwater and/or surface water and the location of pollutant storage tanks or other regulated materials storage areas or vessels in each alternative and shall recommend whether a Phase II Environmental Site Assessment is necessary.

### 5.5 Alternatives Comparison Matrix

The CONSULTANT will prepare an Alternatives Evaluation and Comparison Matrix to document and compare the results of the evaluation tasks. This matrix will be used to clearly identify the most viable modification concept. It will be prepared in a manner suitable for presentation to the public. The matrix will be updated prior to the Alternatives Recommendation Meetings to reflect the recommended modifications.

### 5.6 Deliverables

Work to be completed under this section by the Consultant will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Transportation System Management Alternative Analysis
- No Build Alternative
- Alternative Typical Sections (as needed)
- Access Management, Evaluation and Concept and Maps
- Alternative Roadway Modification Concepts and Maps
- Alternative Modification Concept Analysis, to include:
  - Cost Analysis
  - Conformance to Transportation Plans Analysis
  - Land Use and Development Plan Analysis
  - Community Needs and Preferences Analysis
  - Conceptual Drainage Analysis and Pond Siting Report
  - Community Impact Analysis
  - Wetlands and/or Upland Impact Analysis
  - Floodplain Impact of Alternatives
  - Critical and Strategic Habitats Impact Analysis
  - Wildlife Corridor Impact Analysis
  - Threatened and Endangered Species Impact of Analysis
  - Archaeological and Historic Feature Analysis
  - Contaminated Sites Analysis
  - Draft and Final Alternatives Comparison Matrix

## Task 6 – Recommended Modifications Evaluation

Following completion of the alternative analysis and Alternatives Information Public Meeting, the CONSULTANT, in association with Metropolitan Transportation Planning Organization, will prepare the final recommended modifications to be considered for inclusion in the List of Priority Projects.

The CONSULTANT, in coordination with the PROJECT MANAGER, will refine the final recommended modifications. These refinements will include estimating the final recommended right-of-way limits, environmental mitigations, cost and other major features needed to advance the recommended modifications to the subsequent design phase. The evaluation matrix will be updated to reflect the impacts of the final recommended modification concept. Impacts that are not quantifiable will be documented in the Study Report.

### 6.1 Study Report

One primary document entitled the Study Report will be prepared. This document will record all public involvement activities, alternatives developed, analysis efforts, and the final recommendation. A report outline will be submitted to the Metropolitan Transportation Planning Organization Project Manager for review and approval prior to initiating documentation. It will contain summaries and recommendations pertaining to the recommended alternative and potential impacts associated with it. The CONSULTANT will prepare the draft Study Report documenting all activities leading to and including all comments received from the public to that point and the selection of the recommended modification concept. The draft report will be prepared prior to the Study Recommendation Meetings allowing sufficient time for Metropolitan Transportation Planning Organization's review comments to be incorporated into the draft document which will be available for review at that meeting.

The draft Study Report will be amended, if necessary, in accordance with the results of the Study Recommendation Meetings. This updated draft Study report will be presented to the Metropolitan Transportation Planning Organization at its Study Approval meeting. Any revisions from the Study Approval Meeting will be addressed in the final Study Report. To the maximum extent possible, all draft documents will be updated by modifying and inserting adjusted pages into the previously submitted documents. Digital copies will be delivered on a digital format as directed by the Metropolitan Transportation Planning Organization Project Manager and may be similarly updated for each submittal. Technical memoranda will be prepared throughout the course of the study to document interim decision on the traffic forecasts and the initial corridor analysis processes. These technical memoranda will be formally summarized in the body of the report and incorporated in their entirety into the Study Report as appendices.

The Study Report will, at a minimum, contain the following information in the body of the report (including maps as appropriate):

- Public Involvement
- Existing Conditions
- Project Need
- Utilities
- Conformance with Transportation and Long Range Plans
- Land Use and Development Patterns
- Existing and Proposed Land Uses
- Community Needs and Preferences
- Utilities Analysis
- Environmental Site Assessment Issues
- Cultural Features including Trails
- Hydrologic and Natural Features



- Corridor Analysis
- Alternative Typical Sections
- Alternative Modification Concepts
- Transportation System Management Analysis
- No Build Concepts
- Access Management Alternatives
- Alternative Drainage and Pond Concepts
- Analysis and Comparison of Alternatives (Including Costs and Impacts)
- Recommended Alternative Modification Concept and Map
- Right-of-Way Identification Map
- Cost Estimates
- Design and Construction Schedules

In addition, the Study Report shall include the following as appendices or as separate volumes of the report:

- Public Involvement Report
- Design Traffic Engineering Report
- Environmental Site Assessment Report, including as needed, Hydrologic and Natural Features

The CONSULTANT will prepare an Executive Summary that contains a synopsis of the Study Report. The draft Executive Summary and subsequent revisions including the final summary will be no more than four (4) pages. The Executive Summary will contain sufficient text, illustrations, tables and maps to adequately convey the results of the study to appointed and elected officials and the public and will formatted to function as a standalone (brochure) document.

## 6.2 Cost Estimates and Final Design Schedule

The CONSULTANT will submit an estimated schedule and estimated costs for the final design and construction of the recommended modifications. The schedule and estimated cost will be included in the draft, updated and final copies of the Study Report

## 6.3 Final Recommended Modifications Concept Map

The CONSULTANT will prepare a Recommended Modifications Concept Map that graphically depicts the location of the roadway and appurtenances, their alignment and the proposed modifications prior to the Recommended Concept Public Meeting. The Recommended Modifications Concept Map will show the location of median openings (identified as to full or directional), signalization, lane configurations, pedestrian/bicycle facilities, transit facilities, potential pond/mitigation/flood plain compensation sites, wildlife corridors, critical and strategic habitat, utility strips, privacy walls and any other project elements. To show modification project detail, the Recommended Modifications Concept Map may be presented by project modification, segmented and/or with insets in a map series.

The Final Recommended Modification Concept Map [Series] will include the accompanying proposed typical section(s) illustrating roadway, bicycle and pedestrian facilities, conceptual lighting, and potential landscaping. Any revisions resulting from the Study Approval Meeting will be incorporated into the Recommended Modifications Concept Map [Series].

The Consultant will submit a Final Recommended Modification Concept Map [Series] with the Final Study Report. The final map will include modifications to the draft map as necessary to reflect the Metropolitan Transportation Planning Organization's action. The draft and final submittals of the Study Report with Executive Summary will include final Recommended Modifications Concept Maps formatted onto 8.5 inch X 11 inch sheets.

## 6.4 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be submitted to and accepted by Metropolitan Transportation Planning Organization:

- Draft, updated drafts and final Executive Summary
- Draft, updated drafts, and final Roadway Conceptual Analysis Report (including 11" X 17" maps)
- Draft, updated drafts, and final Executive Summary (including 11" X 17" maps)
- Recommended Modification Concept Map, drafts and final
- Final Design Cost Estimate and Schedule
- Construction Cost Estimate and Schedule

Schedule - The Consultant will submit all required deliverables and provide specified services on or before June 30, 2025. Project Fee - This Scope of Services will be completed for a Lump Sum fee of \$200,000.

## ATTACHMENT “A”: TECHNICAL SCOPE GUIDELINES

1. Existing R/W Map Project Numbers:	Provide the R/W Map number, year, MP limits, and minimum widths.
2. Old Construction Project Numbers:	Provide the project number, year, work description, and MP limits.
3. Additional R/W Required?	No. Yes. Consider stating the reason that is required, or simply refer to the R/W Scope Items and describe in more detail there.
4. Level of Community Awareness Plan:	Level 1-4 as described in the Project Management Handbook. Include a description if a higher level than typical for the project is proposed
5. Are there any bridges within the limits?	No. Yes. Include the bridge number and crossing feature.
6. Are there any RR Crossings within the project limits or in the vicinity?	No. Yes. Provide the crossing number and if railroad funding is to be included in the work program.
7. Are there any Airports within 5-miles?	No. Yes. Provide name, direction and distance from the project.
8. Storm Water Management Jurisdiction:	St. Johns River Water Management District
9. Is the Project within CCCL (Coastal Construction Control Line)	Yes or No.
10. Existing Utilities per Sunshine One Call:  Estimated number of underground: #	List the utilities as reported by Sunshine One Call and the type if known. Include any utilities noted during field review that were not on Sunshine One Call. Compare the utility list to the District utility address book to obtain <u>currently</u> used <u>company</u> names.
11. Is the project near a significant archaeological site?	No. EMO has reviewed this <u>project</u> and has no concerns. Yes. Refer to Permitting or Archaeological Scope Items if needed or provide a description here if brief.
12. Any Special MOT concerns?	Describe the concern if <u>any</u> . This would be <u>atypical</u> .
13. Any Construction Concerns?	Describe the concern if <u>any</u> . This would be <u>atypical</u> .
14. Posted/Design Speed Limits:	Include the <u>posted</u> and <u>design</u> speeds by MP.
15. Design Criteria and Highway System:	Designate if the project is intended to follow new construction criteria, RRR, TDLC, AASHTO, or Florida Greenbook.
16. Lump Sum or Pay Item?	<u>Lump Sum</u> is <u>typical</u> . Pay Item per PPM Guidance, requires concurrence from District Construction Office after reviewing the Scope.
17. Proposed Design Schedule	R/W – 3-4 <u>years</u> No R/W – 18-24 months



**CA.5**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

---

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

September 30, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Florida Department of Transportation Response -  
NW 83rd Street Capacity Project Funding Request

**STAFF RECOMMENDATION****No Action Required.****BACKGROUND**

During discussion of the Transportation Improvement Program at its June 3, 2024 meeting, the Metropolitan Transportation Planning Organization approved a motion:

*To have the Chair send a letter to the Florida Department of Transportation to request that it program funding for the NW 83rd Street capacity project included in the Year 2045 Long Range Transportation Plan Cost Feasible Plan with Alachua County providing local match for design.*

The Year 2045 Long Range Transportation Plan Cost Feasible Plan lists the NW 83rd Street Capacity Project from NW 23rd Avenue to NW 39th Avenue as the number one priority.

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization request (see Exhibit 1). The response indicates that the Metropolitan Transportation Planning Organization would need to prioritize the NW 83rd Street Capacity Project as part of the List of Priority Projects.

Attachment

t:\scott\sk25\mtpo\memo\nw\_83\_st\_fdot\_response\_mtpo\_oct07.docx





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

1109 S. Marion Avenue  
Lake City, FL 32025

JARED W. PERDUE, P.E.  
SECRETARY

September 06, 2024

Scott. R. Koons, AICP  
Executive Director  
Gainesville Metropolitan Transportation Planning Organization (GMTPO)  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653-1603

**RE: NW 83<sup>rd</sup> Street Capacity Project Funding Request**

Dear Mr. Koons,

Thank you for your letter dated August 20, 2024, regarding the request for NW 83<sup>rd</sup> Street Capacity Project Funding.

Upon review of the latest annual List of Priority Projects (LOPP) received from GMTPO; the NW 83<sup>rd</sup> Street Capacity Project is currently listed under Discretionary Priorities on Table 5. Projects the GMTPO desires to be funded by FDOT are listed on Table 1. To be considered for funding, the project should be listed as a top priority on Table 1.

Please contact FDOT's Urban Transportation Planning Manager, Achaia Brown at (904) 360-5414 or [Achaia.Brown@dot.state.fl.us](mailto:Achaia.Brown@dot.state.fl.us) if you have any questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "GE", is placed above the printed name of the District Secretary.

Greg Evans  
District Secretary





**CA.6**


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

---

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

September 30, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Gainesville Metropolitan Transportation Planning Organization Profile -  
Florida Transportation Plan 2025 System Performance Report

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

The Florida Department of Transportation has distributed metropolitan planning organization profiles that include a survey for each metropolitan planning organization concerning performance measure reporting. Exhibit 1 is the Gainesville Metropolitan Transportation Planning Organization Profile. -Exhibit 2 includes the Florida Transportation Plan 2025 System Performance Report survey responses provided to the Florida Department of Transportation. Exhibit 3 is an excerpt from the current Transportation Improvement Program that includes performance measure reporting.

Attachments

t:\scott\sk25\mntpo\memo\fdot\_gmtpo\_perf\_meas\_profile-survey\_mtpo\_oct07.docx

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.



## Florida Transportation Plan | 2025 System Performance Report

As part of the Florida Transportation Plan update, FDOT will produce a **System Performance Report** to describe the performance of the transportation system and progress achieved in meeting performance targets since the 2045 FTP was adopted including progress achieved by the MPOs.

MPO specific data is provided below for the federal performance measures. Please review the data for each performance area and describe progress made during 2019-2023. Example content might include, but is not limited to:

- Comparison of MPO performance trends with statewide trends and state targets (available at [www.fdotsourcebook.com](http://www.fdotsourcebook.com))
- Basis for MPO targets, if applicable, and the most impactful steps toward progress for those targets
- MPO priorities that shape investment decisions in these performance areas, and the biggest challenges and barriers to overcome for improving performance.

All data in the tables represent the entire MPO planning area.

The 2023 targets reflect statewide targets unless the MPO has set a different target for that performance area.

### PM1 – Highway Safety\*

	2019	2020	2021	2022	2023	2023 Target
Number of Fatalities	73	49	57	52	58	0
Rate of Fatalities (per 100M VMT)	2.25	1.67	1.83	1.57	1.69	0
# of Serious Injuries	305	219	215	187	193	0
Rate of Serious Injuries (per 100M VMT)	9.39	7.46	6.89	5.63	5.63	0
# of Non-Motorized Fatalities & Serious Injuries	45	32	52	47	40	0

\* MTPO includes partial counties, data is presented for whole counties where applicable. Partial county data is not available.

### Gainesville MTPO's Report on Progress since 2045 FTP

### PM2 – Highway Asset Management-Pavement

	2019	2020	2021	2022	2023	2023 Target
% Interstate Pavement in Good Condition	100%	97.6%	94.2%	94.5%	93.0%	60%
% Interstate Pavement in Poor Condition	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%
% Non-Interstate NHS Pavement in Good Condition	29.9%	NA	37.9%	37.9%	40.8%	40%
% Non-Interstate NHS Pavement in Poor Condition	0.0%	NA	0.8%	0.8%	0.3%	5.0%

NA – An exception was granted by the FHWA for not reporting the 2020 Non-Interstate NHS pavement data.

### Gainesville MTPO's Report on Progress since 2045 FTP

## PM2 – Highway Asset Management-Bridge

	2019	2020	2021	2022	2023	2023 Target
% of Bridges in Good Condition	80.6%	80.3%	81.0%	80.6%	80.6%	50%
% of Bridges in Poor Condition	0.0%	0.0%	0.0%	0.0%	0.0%	10%

### Gainesville MTPO's Report on Progress since 2045 FTP

## PM3 – Highway System Performance

	2019	2020	2021	2022	2023	2023 Target
Truck Travel Time Reliability Index	1.05	1.05	1.05	1.06	1.06	1.75
% Interstate PMT that are Reliable	100%	100%	100%	100%	100%	75%
% Non-Interstate NHS PMT that are Reliable	84.9%	88.9%	93.2%	93.9%	91.0%	50%

### Gainesville MTPO's Report on Progress since 2045 FTP

## Transit Asset Management (TAM)

Transit providers in urban areas, referred to as Tier I providers, set their own TAM targets. MPOs coordinate directly with Tier I providers that develop individual plans on targets for the MPO planning area. For TAM performance trends for providers in the MPO area, describe progress toward achieving targets, as well as investments that address transit state of good repair such as vehicle replacements and transit facility improvements.

### Gainesville MTPO's Report on Progress since 2045 FTP

## Transit Safety

Performance measures apply to providers that receive FTA Section 5307 funds, which set their own transit safety targets. MPOs coordinate directly with these providers to develop targets for the MPO area. If transit safety performance data are available, describe notable performance trends in the MPO area.

### Gainesville MTPO's Report on Progress since 2045 FTP



## EXHIBIT 2

# Florida Transportation Plan 2025 System Performance Report Responses

### \* 1. Please select your MPO/TPO.

Gainesville MTPO

### \* 2. PM1 - Highway Safety- MPO/TPO's Report on Progress since 2045 FTP

Gainesville MTPO PM1 monitoring/reporting is reported as required in the Transportation Improvement Program [excerpt provided separately]. The Gainesville MTPO PM1 target is consistent with the FDOT PM1 target. Currently, fatalities and serious injuries are below pre-Covid numbers. The Gainesville MTPO:  
Coordinates with FDOT District 2 on safety-related issues and federal safety-funded programming; and  
Participates in the FDOT Community Traffic Safety Team program.

### 3. PM2 - Highway Asset Management - Pavement - MPO/TPO's Report on Progress since 2045 FTP

Gainesville MTPO PM2 monitoring/reporting is reported as required in the Transportation Improvement Program [excerpt provided separately]. The Gainesville MTPO PM2 target is consistent with the FDOT PM2 target. Currently, pavement condition for Interstate Highway facilities is above the PM2 target while the non-Interstate highway facilities are below the PM2 target.

### 4. PM2 - Highway Asset Management - Bridge - MPO/TPO's Report on Progress since 2045 FTP

Gainesville MTPO PM2 monitoring/reporting is reported as required in the Transportation Improvement Program [excerpt provided separately]. The Gainesville MTPO PM2 target is consistent with the FDOT PM2 target. Currently, bridge condition has maintained above 80 percent in good condition.

### 5. PM3 - Highway System Performance - MPO/TPO's Report on Progress since 2045 FTP

Gainesville MTPO PM3 monitoring/reporting is reported as required in the Transportation Improvement Program [excerpt provided separately]. The Gainesville MTPO PM3 target is consistent with the FDOT PM3 target. Currently, travel-time reliability for Interstate Highway facilities (100 percent) is well above the PM3 target while the travel-time reliability for non-Interstate Highway facilities (93.9 percent) is above the PM3 target.

### 6. Transit Asset Management (TAM) - MPO/TPO's Report on Progress since 2045 FTP

Gainesville MTPO Transit Asset Management monitoring/reporting is reported as required in the Transportation Improvement Program [excerpt provided separately]. The Gainesville MTPO Transit Asset Management target is consistent with the City of Gainesville Regional Transit System Transit Asset Management target. Currently, the age of the vehicle fleet has been increasing in recent years. However, the Regional Transit System has been diligent and successful in securing funding for replacement vehicles. The Gainesville MTPO has been supportive of the Regional Transit System vehicle fleet upgrades.

### 7. Transit Safety- MPO/TPO's Report on Progress since 2045 FTP

Gainesville MTPO Transit Safety monitoring/reporting is reported as required in the Transportation Improvement Program [excerpt provided separately]. The Gainesville MTPO Transit Safety target is consistent with the City of Gainesville Regional Transit System Transit Safety target. Currently, fatalities and serious injuries are above Target Zero, but are relatively low.



## Exhibit 3

### Gainesville MTPO Target Monitoring/Reporting

To address Fixing America's Surface Transportation Act monitoring and reporting requirements, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provides target monitoring in its transportation improvement program for the following performance measures.

- Safety Performance Measures;
- System Performance Measures;
- Bridge Performance Measures;
- Pavement Performance Measures;
- Transit Asset Management Performance Measures;
- Transit Safety Performance Measures;
- State Asset Management Plan; and
- Florida Freight Mobility and Trade Plan.

#### a. Safety

Progress toward achieving the Target Zero for fatalities and serious injuries is shown in the matrix below.

#### Safety Target Monitoring\*

	Year					
	2017	2018	2019	2020	2021	2022
<b>Casualty Type - Nominal</b>						
Fatalities	56	51	73	49	57	50
Serious Injuries	269	288	305	219	216	187
Non-Motorized Fatalities and Serious Injuries	46	46	46	32	52	47
<b>Casualty Type - Rate [Per 100.000 Vehicle Miles Travelled]</b>						
Fatalities	1.795	1.573	2.247	1.668	1.827	1.504
Serious Injuries	8.623	8.882	9.389	7.456	6.922	5.627

\*Alachua Countywide, Florida Department of Transportation Source Book

#### a. Transit

Progress toward achieving the Target Percent of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark is shown in the matrix below.

#### Revenue Vehicle Target Monitoring

Performance Measure	Revenue Vehicle	Year					
		2017	2018	2019	2020	2021	2022
Age - Percent of Revenue Vehicles within a Particular Asset Class That Have Met or Exceeded Their Useful Life Benchmark	Bus	-	-	-	23.88	51	50.37
	Cutaway	-	-	-	5.26	45	62.96

### Equipment Target Monitoring

Performance Measure	Equipment	Year					
		2017	2018	2019	2020	2021	2022
Age - Percent of Vehicles That Have Met or Exceeded Their Useful Life Benchmark	Non-Revenue/Service Automobile	-	36.11	-	32	54	44

### Facilities Performance Target Monitoring

Performance Measure	Facilities	Year					
		2017	2018	2019	2020	2021	2022
Condition - Percent of Facilities with a Condition Rating Below 3.0 on the Federal Transit Administration Transit Economic Requirements Model Scale	Administration	-	0%	0%	0%	0%	0%
	Maintenance	-	0%	0%	0%	0%	0%
	Passenger Facilities	-	0%	0%	0%	0%	0%

### Transit Safety Target Monitoring\*

Performance Measure and Rate	Year				
	2018	2019	2020	2021	2022
Injuries Per 100.000 Miles	-	-	0.3	0.5	0.5
Fatalities Per 100.000 Miles	-	-	0.03	0.1	0.1
Safety Events Per 100.000 Miles	-	-	2.6	0.4	0.4
System Reliability - Less than 9,000 miles Between Mechanical Failures	-	-	13.6	6.5	6.5

\* Transit Safety Targets were originally set in 2020.

### b. Bridge

Progress toward achieving the Target 90 percent of bridges on the National Highway System with condition rating of either Excellent or Good is shown in the matrix below.

### Bridge Target Monitoring

Performance Measure	Year					
	2017	2018	2019	2020	2021	2022
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	86.54	80.59%	80.58%	80.25%	81.01%	80.55%

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.



### c. Pavement

Progress toward achieving the Target 80 percent of lane miles on the National Highway System with condition rating of either Excellent or Good is shown in the matrix below.

#### Pavement Target Monitoring

Pavement Performance Measure	Year					
	2017	2018	2019	2020	2021	2022
Percent of lane miles on the Interstate System with condition rating of either Excellent or Good	35.2	99.3	100.0	97.6	94.2	94.5
Percent of lane miles on the non-Interstate System with condition rating of either Excellent or Good	35.7	24.7	29.9	-	37.9	37.9

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

### d. System

Progress toward achieving the Target 70 percent of person-miles on the Interstate system that are reliable; Target 50 percent of person miles on the non-Interstate National Highway System that are reliable; and Target 2.00 Truck Travel Time Reliability rate is shown in the matrix below.

#### System Performance Target Monitoring

Performance Measure	Year					
	2017	2018	2019	2020	2021	2022
Percent of person-miles on the Interstate system that are reliable (Interstate Level of Travel Time Reliability)	100%	100%	100%	100%	100%	100%
Percent of person-miles on the non-Interstate National Highway System that are reliable (Non-Interstate National Highway System Level of Travel Time Reliability)	78%	85.2%	84.9%	88.9%	93.2%	93.9%
Truck Travel Time Reliability	1.11	1.07	1.05	1.05	1.05	1.06

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.



**CA.7**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

---

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

September 30, 2024

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, October 2, 2023, December 4, 2023, April 1, 2024, May 13, 2024, June 3, 2024 and September 16, 2024 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 Covid-19 Pandemic-impacted Fiscal Year 2021-22 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2022-23 (October through September) sample transit ridership. This exhibit shows that ridership is recovering in Fiscal Year 2022-23.

Exhibit 5 shows Covid-19 Pandemic-impacted Fiscal Year 2022-23 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2023-24 (October through August) sample transit ridership. This exhibit shows that ridership is recovering in Fiscal Year 2023-24.

Exhibit 6 shows Pre-Covid-19 Fiscal Year 2018-19 sample transit ridership contrasted with Covid-19 Pandemic-impacted plus Fare-Free Fiscal Year 2023-24 (October through August) sample transit ridership. This exhibit shows that ridership is recovering, but is significantly below Pre-Covid-19 Pandemic ridership.

**Attachments**

t:\scott\sk25\mtpo\memo\rts\_ridership\_status\_rpt\_oct07\_mtpo.docx

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
<b>Route 1</b>													
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%
<b>Route 9</b>													
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%
<b>Route 12</b>													
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%
<b>Route 20</b>													
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%
<b>Route 35</b>													
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 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 5

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

**Fiscal Year 2023-24**

#### 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>													
2022-23	27,470	22,824	22,645	25,723	24,694	25,827	23,890	22,632	21,422	21,550	28,010		266,687
2023-24	33,054	27,548	23,146	27,848	26,957	26,839	28,888	26,796	23,548	27,450	32,275		304,349
<b>Ridership Percentage Change</b>													<b>14.12%</b>
<b>Route 9</b>													
2022-23	38,302	28,718	13,710	34,177	36,989	20,591	32,716	12,286	10,116	9,705	15,334		252,644
2023-24	31,121	24,386	8,954	25,703	26,994	19,792	22,502	8,783	8,153	10,477	17,025		203,890
<b>Ridership Percentage Change</b>													<b>-19.30%</b>
<b>Route 12</b>													
2022-23	43,142	32,862	22,650	38,980	40,566	36,874	37,177	21,435	18,882	17,341	28,291		338,200
2023-24	38,916	33,543	19,620	39,193	43,136	33,191	38,968	20,754	16,627	21,744	33,640		339,332
<b>Ridership Percentage Change</b>													<b>0.33%</b>
<b>Route 20</b>													
2022-23	49,988	38,967	21,095	40,964	44,572	40,538	39,468	25,002	26,624	30,083	31,575		388,876
2023-24	56,038	41,661	21,606	41,630	48,375	37,644	43,144	22,782	20,368	28,302	38,857		400,407
<b>Ridership Percentage Change</b>													<b>2.97%</b>
<b>Route 35</b>													
2022-23	26,573	20,054	12,741	23,995	25,170	24,235	23,070	14,837	14,469	16,296	23,077		224,517
2023-24	37,235	26,927	14,983	30,514	32,959	25,983	30,670	17,057	13,984	17,176	26,929		274,417
<b>Ridership Percentage Change</b>													<b>22.23%</b>

**Percentage Ridership Decrease**

**Ridership Increase |Full Month|**

## EXHIBIT 6

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

Fiscal Year 2018-19 - Fiscal Year 2023-24

#### 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		487,839
2023-24	33,054	27,548	23,146	27,848	26,957	26,839	28,888	26,796	23,548	27,450	32,275		304,349
<b>Ridership Percentage Change</b>													<b>-37.61%</b>
<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		388,601
2023-24	31,121	24,386	8,954	25,703	26,994	19,792	22,502	8,783	8,153	10,477	17,025		203,890
<b>Ridership Percentage Change</b>													<b>-47.53%</b>
<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		419,278
2023-24	38,916	33,543	19,620	39,193	43,136	33,191	38,968	20,754	16,627	21,744	33,640		339,332
<b>Ridership Percentage Change</b>													<b>-19.07%</b>
<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		725,372
2023-24	56,038	41,661	21,606	41,630	48,375	37,644	43,144	22,782	20,368	28,302	38,857		400,407
<b>Ridership Percentage Change</b>													<b>-44.80%</b>
<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		530,860
2023-24	37,235	26,927	14,983	30,514	32,959	25,983	30,670	17,057	13,984	17,176	26,929		274,417
<b>Ridership Percentage Change</b>													<b>-48.31%</b>

Percentage Ridership Decrease

Ridership Increase [Full Month]

**CA.8**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison


Suwannee • Taylor • Union Counties

---

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

September 30, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Alachua County  
Resolution of Appreciation

**RECOMMENDATION:****Approve the attached resolution of appreciation for Phyllis Marty.****BACKGROUND:**

The attached resolution of appreciation is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Phyllis Marty served as the voting Regional Workforce Board Representative on the Board since October 2021.

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

Attachment

t:\lynn\appt2024\alachua\resmtpo10072024.docx



## RESOLUTION

*WHEREAS, Phyllis Marty has served as the voting Regional Workforce Board Representative on the Alachua County Transportation Disadvantaged Coordinating Board since October 2021; and*

*WHEREAS, Phyllis Marty ably discharged the duties of the voting Workforce Development Representative on the Alachua County Transportation Disadvantaged Coordinating Board;*

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

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

---

*Cynthia Moore Chestnut, Chair*

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

October 7, 2024  
Date





**CA.9**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison


Suwannee • Taylor • Union Counties

---

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

September 30, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Alachua County  
Transportation Disadvantaged Coordinating Board Appointment

**RECOMMENDATION**

**Appoint Christina Brown as the voting Regional Workforce Board Representative on the Alachua County Transportation Disadvantaged Coordinating Board.**

**BACKGROUND**

According to Rule 41-2.012 of the Florida Administrative Code, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. Christina Brown has been nominated to serve as the voting Regional Workforce Board Representative on the Alachua County Transportation Disadvantaged Coordinating Board.

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

t:\lynn\appt2024\alachua\apptmtpo10072024.docx





**CA.10**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison


Suwannee • Taylor • Union Counties

---

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

September 30, 2024

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 2024 – August 2024 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

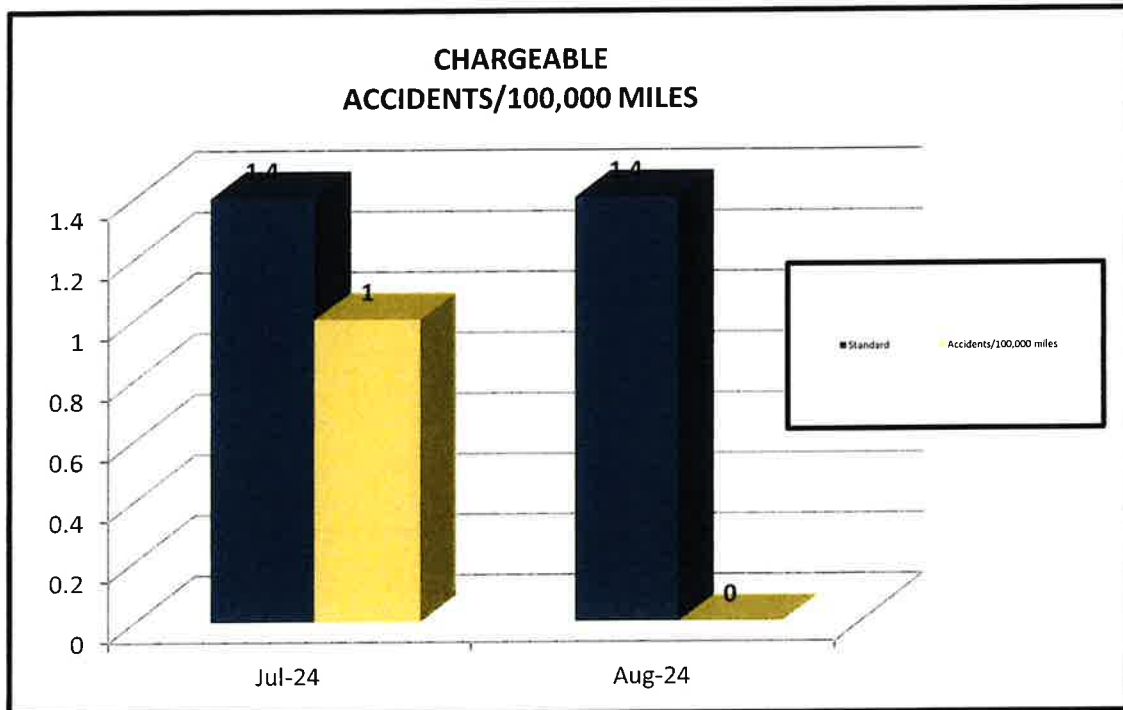
T:\Lynn\TD2024\Alachua\Memos\statmtpo10072024.docx



# TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY JULY 2024 - AUGUST 2024

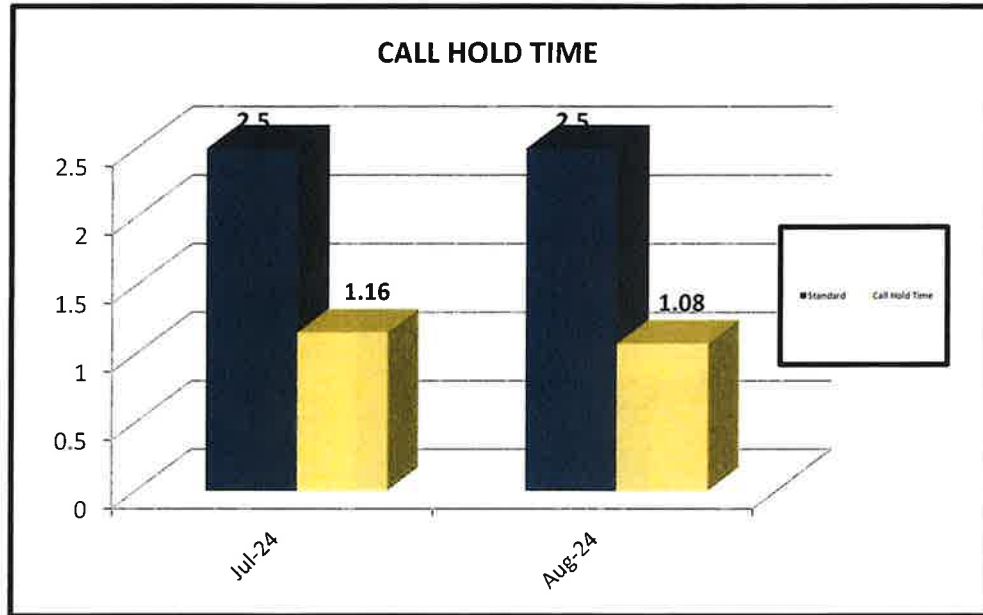
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Jul-24	1.4	1
Aug-24	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

# **TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, JULY 2024 - AUGUST 2024**

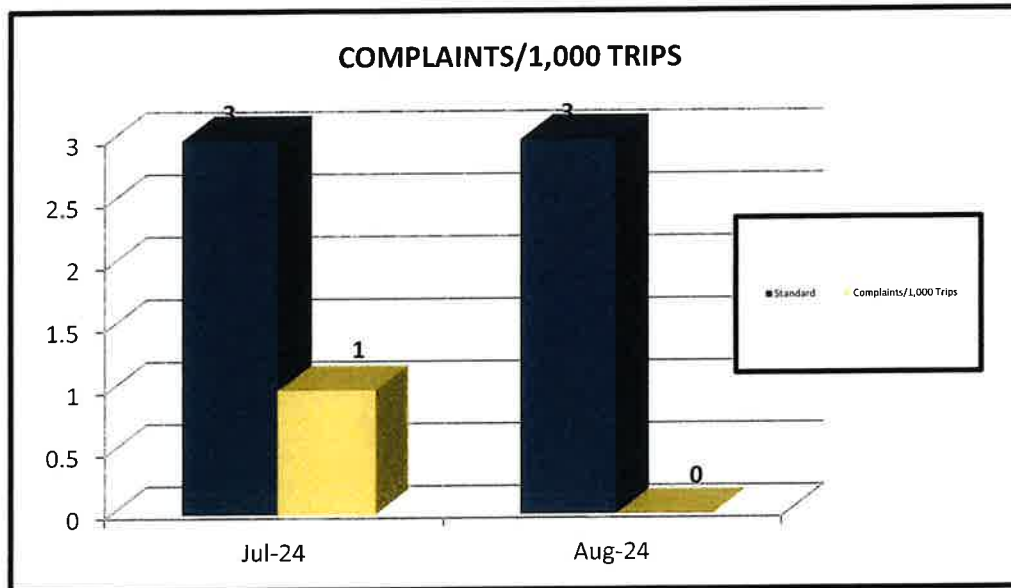
MONTH	STANDARD	CALL HOLD TIME
Jul-24	2.5	1.16
Aug-24	2.5	1.08



Source: MV Contract Transportation, Inc. Operations Report

# **TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS** **ALACHUA COUNTY, JULY 2024 - AUGUST 2024**

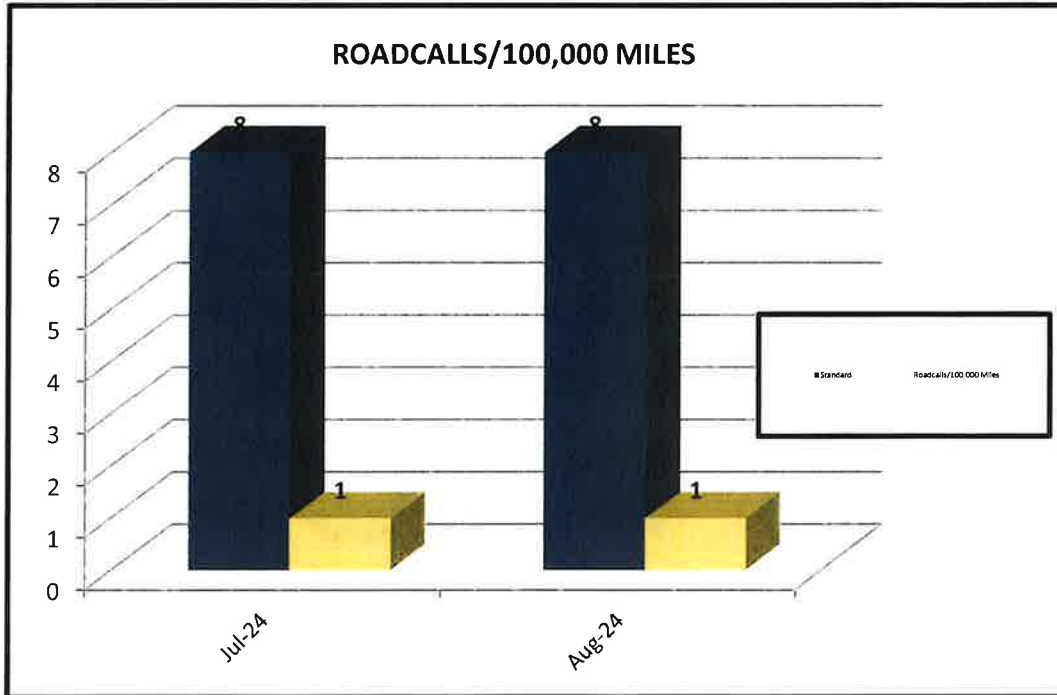
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jul-24	3	1
Aug-24	3	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, JULY 2024 - AUGUST 2024**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jul-24	8	1
Aug-24	8	1



Source: MV Contract Transportation, Inc. Operations Report

***Meeting***

***Agenda***

***Enclosures***








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

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

September 30, 2024

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 -  
Draft Vision, Principles and Strategies

**STAFF RECOMMENDATION**

**Approve the draft Vision, Principles and Strategies (Exhibit 1) for the Year 2050 Long-Range Transportation Plan update.**

*Please note that the Metropolitan Transportation Planning Organization advisory committees (Bicycle/Pedestrian Advisory Board [9/26/24]; Citizens Advisory Committee [9/25/24] and Technical Advisory Committee [9/25/24]) did not meet as scheduled due to the impacts of Hurricane Helene.*

**BACKGROUND**

Exhibit 2 is the adopted Year 2045 Long-Range Transportation Plan Update Vision, Principles and Strategies that are consistent with the federal requirements of the Fixing America's Surface Transportation Act, including the ten planning factors (see Exhibit 3) and planning emphasis areas (see Exhibit 4).

Since the adoption of the Year 2045 Long-Range Transportation Plan, federal requirements under the Bipartisan Infrastructure Law have not changed and the planning factors and planning emphasis areas also remain unchanged for the transportation planning process.

Therefore, it is recommended that the draft Year 2050 Vision, Principles and Strategies remain the same as for the adopted 2045 Vision, Principles and Strategies.

Enclosures

t:\scott\sk25\mtpo\memo\2050\_vision\_princ\_strat\_mtpo\_oct07.docx



## **Exhibit 1**

### **Year 2050 Long-Range Transportation Plan Update Vision Statement, Principles and Strategies**

As with previous Long-Range Transportation Plans, the vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the Year 2045 Needs and Cost Feasible Plans. The vision statement, principles and strategies are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to provide the framework for the development of the plan update. The Vision Statement for this plan update reads as follows:

*A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.*

This vision is supported by the following Principles and Strategies:

#### **Principle 1: Support economic vitality**

Strategy 1.1: Support transportation projects that promote economic development and tourism.

Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.

#### **Principle 2: Increase safety and security for motorized and non-motorized users**

Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.

Strategy 2.3: Support projects that increase safety and security for all users of the non-motorized transportation system.

Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.

Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

### **Principle 3: Increase the accessibility and mobility of people and freight**

- Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).
- Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.
- Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.
- Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.
- Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.
- Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.

### **Principle 4: 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**

- Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.
- Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.
- Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.
- Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.
- Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.

**Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**

Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.

Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

**Principle 6: Promote efficient system management and operation**

Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.

Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.

Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

**Principle 7: Emphasize the preservation of the existing transportation system**

Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.

Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.

Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.

Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.



## **Exhibit 2**

### **Year 2045 Long-Range Transportation Plan Update Vision Statement, Principles and Strategies**

As with previous Long-Range Transportation Plans, the vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the Year 2045 Needs and Cost Feasible Plans. The vision statement, principles and strategies are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to provide the framework for the development of the plan update. The Vision Statement for this plan update reads as follows:

*A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.*

This vision is supported by the following Principles and Strategies:

#### **Principle 1: Support economic vitality**

Strategy 1.1: Support transportation projects that promote economic development and tourism.

Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.

#### **Principle 2: Increase safety and security for motorized and non-motorized users**

Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.

Strategy 2.3: Support projects that increase safety and security for all users of the non-motorized transportation system.

Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.

Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

### **Principle 3: Increase the accessibility and mobility of people and freight**

- Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).
- Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.
- Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.
- Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.
- Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.
- Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.

### **Principle 4: 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**

- Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.
- Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.
- Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.
- Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.
- Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.



**Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**

Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.

Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

**Principle 6: Promote efficient system management and operation**

Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.

Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.

Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

**Principle 7: Emphasize the preservation of the existing transportation system**

Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.

Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.

Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.

Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.



### **Exhibit 3**

#### **Bipartisan Infrastructure Law 10 Planning Factors**


- FACTOR 1 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- FACTOR 2 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and nonmotorized users;
- FACTOR 3 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the accessibility and mobility options available to people and for freight;
- FACTOR 4 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation, promote consistency between transportation improvements and State and local planned growth and economic development patterns and improve quality of life;
- FACTOR 5 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- FACTOR 6 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation;
- FACTOR 7 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system;
- FACTOR 8 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users;
- FACTOR 9 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- FACTOR 10 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance travel and tourism.

Note - The Moving Ahead for Progress in the 21st Century Act eight planning factors were supplemented with Factors 9 and 10 (by the Fixing America's Surface Transportation Act and remained unchanged by the Bipartisan Infrastructure Law.





September 30, 2024

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

RECOMMENDATION

**For Information Only.**

BACKGROUND

At its September 16, 2024 meeting, the Metropolitan Transportation Planning Organization continued its discussion on the metropolitan planning organization staffing structure. During discussion, the Metropolitan Transportation Planning Organization approved a motion to:

1. *Transition to an independent staffing structure for the metropolitan planning organization;*
2. *Have County Staff work with Regional Planning Council Staff, Florida Department of Transportation Staff and City Staff to develop a transition plan; and*
3. *Request that the City of Gainesville City Commission and Alachua County Board of County Commissioners appoint two members each along with the Metropolitan Transportation Planning Organization Chair to serve as a Transition Steering Committee.*

At its August 5, 2024 meeting, the Metropolitan Transportation Planning Organization discussed the transition proposal and then further discussion was deferred to its next meeting.

At its June 3, 2024 meeting, the Metropolitan Transportation Planning Organization received a Metropolitan Planning Organization Advisory Council presentation and reviewed a transition proposal on the metropolitan planning organization staffing. There was some discussion of the transition proposal and then further discussion was deferred to its next meeting.

At its May 13, 2024 meeting, the Metropolitan Transportation Planning Organization deferred this item to its next meeting.

At its April 1, 2024 meeting, the Metropolitan Transportation Planning Organization requested metropolitan planning organization staffing and voting structure information of the Florida metropolitan planning organizations.

t:\scott\sk25\mtpo\memo\mpo\_staffing-voting\_structure\_mtpo\_oct07.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.

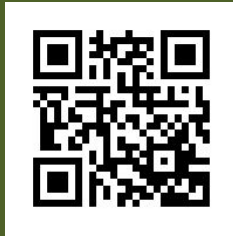
MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	<i>CANCELLED</i>	January 18	<i>CANCELLED</i>
APRIL	March 13 <i>CAC CANCELLED</i>	March 14	April 1 at 3:00 p.m.
MAY	May 1	-	May 13 at 3:00 p.m.
JUNE	May 22 <i>CAC CANCELLED</i>	May 16	June 3 at 5:00 p.m.
AUGUST	July 17	July 18	September 16 at 3:00 p.m.
OCTOBER	October 2	October 3	October 7 at 3:00 p.m.
DECEMBER	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 4, 2023 meeting will commence at 5:00 p.m. at the earliest following conclusion of the Joint Alachua County-City of Gainesville Meeting.



Use the QR Reader App  
on your smart phone to  
visit our website!

# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)