



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

2009 NW 67th Place, Gainesville, FL 32653-1803 • 352.955.2200

October 4, 2017

TO: Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On Wednesday, October 11, 2017, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities Meeting Room, Gainesville Regional Utilities Administration Building, 301 SE 4th Avenue**. Also on Wednesday, October 11, 2017 the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the Citizens Advisory Committee meeting.

STAFF RECOMMENDATION

- | | | | |
|-----------------------|------|---|---------------------------------|
| 7:00 p.m. | I. | Introductions (if needed)* | |
| | II. | Approval of Meeting Agenda | APPROVE AGENDA |
| Page #3 | III. | Approval of Committee Minutes | APPROVE MINUTES |
| Page #19
TAC Only | IV. | Glen Springs Braid Referral | APPROVE STAFF
RECOMMENDATION |
| | | <u>At its June 5, 2017 meeting, the Metropolitan Transportation Planning Organization referred development of Glen Springs Braid corridor projects to be funded by Transportation Alternatives Program funding to its Technical Advisory Committee.</u> | |
| Page #25
7:05 p.m. | V. | Alachua County Comprehensive Plan -
Evaluation and Appraisal Report | APPROVE STAFF
RECOMMENDATION |
| | | <u>Alachua County has provided its Evaluation and Appraisal Report for review and comment.</u> | |
| Page #39
7:10 p.m. | VI. | Transportation Improvement Program Amendment -
Roll Forward Projects | APPROVE STAFF
RECOMMENDATION |
| | | <u>The Florida Department of Transportation has requested an amendment to roll forward several projects.</u> | |

Page #45 VII. Long-Range Transportation Plan APPROVE STAFF
7:15 p.m. Administrative Modification - SW 62nd Connector RECOMMENDATION
Preliminary Engineering and Right-of-Way

The Metropolitan Transportation Planning Organization needs to administratively modify its Year 2040 Long-Range Transportation Plan.

Page #51 VIII. Transportation Improvement Program Amendment - APPROVE STAFF
7:20 p.m. SW 62nd Connector Preliminary Engineering and RECOMMENDATION
Right-Of-Way

The Florida Department of Transportation has requested an amendment to add funding for the SW 62nd Connector project to Fiscal Year 2017-18 and Fiscal Year 2018-19.

Page #57 IX. Florida Department of Transportation - APPROVE STAFF
7:25 p.m. Tentative Work Program 2018-19 to 2022-23 RECOMMENDATION

The Florida Department of Transportation is providing an opportunity for review and comment on the draft Tentative Work Program.

Page #67 X. Transportation Alternatives Program Applications APPROVE STAFF
7:35 p.m. RECOMMENDATION

The City of Gainesville and Alachua County anticipate submitting Transportation Alternatives Program applications to the Florida Department of Transportation.

Page #83 XI. Safe Routes to School Applications APPROVE STAFF
7:40 p.m. RECOMMENDATION

The City of Gainesville and Alachua County anticipate submitting Safe Routes to School applications to the Florida Department of Transportation.

Page #93 XII. Florida Department of Transportation - NO ACTION REQUIRED
7:45 p.m. North I-75 Master Plan Summary Report

The Florida Department of Transportation has provided the North I-75 Master Plan Summary Report.

Page #117 XIII. Kermit Sigmon Citizens Participation Award - 2017 SELECT RECIPIENT
7:50 p.m. CAC Only

Each year, the Citizens Advisory Committee selects a recipient for this award.

XIV. Information Items

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

Page #119 A. Advisory Committee Attendance Records
Page #121 B. Meeting Calendar- 2017

*No handout included with the enclosed agenda item.

t:\scott\sk18\cac\agendaoct11.docx

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

Gainesville Regional Utilities General Purpose Room
301 SE 4th Avenue
Gainesville, Florida

May 17, 2017
2:00 p.m.

MEMBERS PRESENT

Paul Adjan
Dekova Batey
Chris Dawson
Linda Dixon
Jesus Gomez
James Green
Deborah Leistner, Chair
Erik Lewis
Dean Mimms
Brian Singleton

MEMBERS ABSENT

Ron Fuller
James Speer

OTHERS PRESENT

Jay Nordqvist

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Chair Deborah Leistner, Gainesville Transportation Planning Manager, called the meeting to order at 2:10 p.m.

I. INTRODUCTIONS

Chair Leistner introduced herself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

MOTION: Dean Mimms moved to approve the meeting agenda. Jesus Gomez seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner stated that the March 15, 2017 minutes are ready for consideration of approval by the Technical Advisory Committee.

MOTION: Chris Dawson moved to approve the March 15, 2017 Technical Advisory Committee minutes. Brian Singleton seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -
FOR FISCAL YEARS 2016-17 TO 2020-21
FEDERAL TRANSIT ADMINISTRATION SECTION 5310 CAPITAL GRANT

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation has requested an amendment to the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program. He reported that the amendment is for the purchase of one vehicle and wheelchair tie-downs for existing vehicles funded by a Federal Transit Administration Section 5310 Capital Grant.

MOTION: Chris Dawson moved to recommend that the Metropolitan Transportation Planning Organization amend the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program to add the purchase of one vehicle and wheelchair tie-downs for existing vehicles funded by a Federal Transit Administration Section 5310 Capital Grant. Brian Singleton seconded; motion passed unanimously.

V. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -
FOR FISCAL YEARS 2017-18 TO 2021-22

Mr. Escalante stated that the Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects to the maximum extent feasible consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in the Transportation Improvement Program.

Erik Lewis, University of Florida Senior Planner, asked whether any of the comments on the draft Florida Department of Transportation Tentative Work Program by the Metropolitan Transportation Planning Organization were incorporated into the Transportation Improvement Program.

Mr. Escalante stated that the Florida Department of Transportation did not incorporate any of the recommendations requested by the Metropolitan Transportation Planning Organization into its draft Tentative Work Program.

MOTION: Brian Singleton moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program. Chris Dawson seconded; motion passed unanimously.

VI. LIST OF PRIORITY PROJECTS

Mr. Escalante stated that, each year, the Metropolitan Transportation Planning Organization develops priorities for unfunded projects. He said that these priorities are used by the Florida Department of Transportation to develop its Tentative Work Program. He added that the draft List of Priority Projects includes projects from the recently adopted Year 2040 Long Range Transportation Plan and from local agency recommendations. He discussed the draft list of Priority Projects and answered questions.

MOTION: Chris Dawson moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2018-19 to 2022-23 List of Priority Projects with revisions shown in Exhibit 1. Brian Singleton seconded; motion passed unanimously.

VII. NONE

VIII. COMMITTEE ELECTIONS

Mr. Escalante stated that the Technical Advisory Committee needs to elect a new Chair and Vice-Chair. He also stated that Debbie Leistner is the current Chair and Chris Dawson is the current Vice-Chair.

MOTION: Jesus Gomez moved to elect Jeff Hays as the Technical Advisory Committee Chair and Linda Dixon as the Technical Advisory Committee Vice-Chair. Brian Singleton seconded; motion passed 8 to 1.

IX. INFORMATION ITEMS

Revisions to the Technical Advisory Committee Attendance Roster were discussed.

ADJOURNMENT

The meeting was adjourned at 3:05 p.m.

Date

Jeffrey Hays, Chair

EXHIBIT 1

Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School State Highway System and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program.

**Table 1
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
Safe Routes to School Funds			
1-SR	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
2-SR	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
3-SR	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
4-SR	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
State Highway System Funds			
TAC/CAC* 1-SH	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
TAC/CAC* 2-SH	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
3 SH	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
4-SH	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
5-SH	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
6-SH	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
7-SH	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
8-SH	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	<ol style="list-style-type: none"> 1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street; 2. Conduct a speed zone study between NW 59th Street and NW 40th Drive; and 3. Prioritize this project for State Highway System funding. [29,000 AADT]

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
SUNTrail Funds			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
TAC 2-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
3-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
TAC/CAC* 4-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Number	Project	Location	Description
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	SW 20th Avenue	FM: SW 43 Street TO: SW 34 Street [SR 121]	Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings
3-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; and 4. Increase visibility of both motorists and trail users.
4-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

Note: Projects in *italic text* are partially funded, as shown in the Transportation Improvement Program.

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East;
FM = From; NW = Northwest; RTS = Regional Transit System; SR- State Road; SW = Southwest;
UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee working group.

* Blue text indicates recommended revisions to original draft List of Priority Projects presented to the Citizen Advisory Committee and Technical Advisory Committee.

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION CITIZENS ADVISORY COMMITTEE

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

May 17, 2017
7:00 p.m.

MEMBERS PRESENT

E. J. Bolduc
Thomas Bolduc
Mary Ann DeMatas
Luis Diaz
Jan Frentzen, Vice-Chair
Delia Kradolfer
Gilbert Levy
Chandler Otis
James Samec
Ruth Steiner
Paul Thur de Koos

MEMBERS ABSENT

Rob Brinkman, Chair
Nelle Bullock
John Picket
Ewen Thomson

OTHERS PRESENT

Dekova Batey

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Vice-Chair Jan Frentzen called the meeting to order at 7:12 p.m.

I. INTRODUCTIONS

Vice-Chair Frentzen introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Vice-Chair Frentzen asked that the agenda be approved.

MOTION: Thomas Bolduc moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice-Chair Frentzen asked for approval of the March 15, 2017 Citizens Advisory Committee meeting minutes.

MOTION: Thomas Bolduc moved to approve the March 15, 2017 Citizens Advisory Committee minutes. James Samec seconded; motion passed unanimously

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -
FOR FISCAL YEARS 2016-17 TO 2020-21
FEDERAL TRANSIT ADMINISTRATION SECTION 5310 CAPITAL GRANT

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation has requested an amendment to the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program. He reported that the amendment is for the purchase of one vehicle and wheelchair tie-downs for existing vehicles funded by a Federal Transit Administration Section 5310 Capital Grant.

MOTION: E. J. Bolduc moved to recommend that the Metropolitan Transportation Planning Organization amend the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program to add the purchase of one vehicle and wheelchair tie-downs for existing vehicles funded by a Federal Transit Administration Section 5310 Capital Grant. Thomas Bolduc seconded; motion passed unanimously.

V. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -
FOR FISCAL YEARS 2017-18 TO 2021-22

Mr. Escalante stated that the Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects to the maximum extent feasible consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in the Transportation Improvement Program. He discussed the project in the draft Transportation Improvement Program, including modifications by the Florida Department of Transportation in response to Metropolitan Transportation Planning Organization comments, and answered questions.

MOTION: Ruth Steiner moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program. James Samec seconded; motion passed unanimously.

VI. LIST OF PRIORITY PROJECTS

Mr. Escalante stated that, each year, the Metropolitan Transportation Planning Organization develops priorities for unfunded projects. He said that these priorities are used by the Florida Department of Transportation to develop its Tentative Work Program. He added that the draft List of Priority Projects includes projects from the recently adopted Year 2040 Long Range Transportation Plan and from local agency recommendations. He discussed the draft List of Priority Projects, reported the Technical Advisory Committee recommendation and answered questions.

Dekova Batey, Bicycle/Pedestrian Coordinator, discussed the Downtown Connector crossing and answered questions.

MOTION: Thomas Bolduc moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2018-19 to 2022-23 List of Priority Projects revisions shown in Exhibit 1. James Samec seconded; motion passed unanimously.

MOTION: Ruth Steiner moved to recommend that the Metropolitan Transportation Planning Organization refer the Glen Springs Braid project to its Technical Advisory Committee to identify segments for Safe Routes to School funding in the Fiscal Years 2019-20 to 2023-24 List of Priority Projects. Thomas Bolduc seconded; motion passed unanimously.

VII. PUBLIC INVOLVEMENT PLAN

Mr. Escalante stated that the Metropolitan Transportation Planning Organization reviews the Public Involvement Plan each year. He discussed revisions to the plan and answered questions.

MOTION: Thomas Bolduc moved to recommend that the Metropolitan Transportation Planning Organization approve the revised Public Involvement Plan. James Samec seconded; motion passed unanimously.

VIII. COMMITTEE ELECTIONS

Mr. Escalante stated that the Citizens Advisory Committee needs to elect a new Chair and Vice-Chair. He also stated that Rob Brinkman is the current Chair and Jan Frentzen is the current Vice-Chair.

MOTION: Gilbert Levy moved to re-elect Rob Brinkman as the Citizens Advisory Committee Chair and Jan Frentzen as the Citizens Advisory Committee Vice-Chair. Chandler Otis seconded; motion passed unanimously.

IX. INFORMATION ITEMS

There was no discussion of information items.

ADJOURNMENT

The meeting was adjourned at 8:21 p.m.

Date

Rob Brinkman, Chair

EXHIBIT 1

Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School State Highway System and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program.

Table 1
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
Safe Routes to School Funds			
1-SR	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
2-SR	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
3-SR	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
4-SR	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
State Highway System Funds			
TAC/CAC* 1-SH	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
TAC/CAC* 2-SH	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
3 SH	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
4-SH	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
5-SH	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
6-SH	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
7-SH	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
8-SH	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	<ol style="list-style-type: none"> 1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street; 2. Conduct a speed zone study between NW 59th Street and NW 40th Drive; and 3. Prioritize this project for State Highway System funding. [29,000 AADT]

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
SUNTrail Funds			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
TAC 2-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
3-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
TAC/CAC* 4-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Number	Project	Location	Description
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	SW 20th Avenue	FM: SW 43 Street TO: SW 34 Street [SR 121]	Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings
3-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	<ol style="list-style-type: none"> 1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; and 4. Increase visibility of both motorists and trail users.
4-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East;
FM = From; NW = Northwest; RTS = Regional Transit System; SR- State Road; SW = Southwest;
UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee working group.

* Blue text indicates recommended revisions to original draft List of Priority Projects presented to the Citizen Advisory Committee and Technical Advisory Committee.



October 4, 2017

TO: Technical Advisory Committee
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Glen Springs Braid Referral

JOINT RECOMMENDATION

Identify Glen Springs Braid segments for Safe Routes to School funding in the Fiscal Years 2019-20 to 2023-24 List of Priority Projects.

BACKGROUND

At its June 5, 2017 meeting, the Metropolitan Transportation Planning Organization approved a motion:

"To refer the Glen Springs Braid project to its Technical Advisory Committee to identify segments for Safe Routes to School funding in the Fiscal Years 2019-20 to 2023-24 List of Priority Projects."

Exhibit 1 includes excerpts from the Metropolitan Transportation Planning Organization 2003 Alachua Countywide Bicycle Master Plan Addendum regarding the Glen Springs Braid. This Braid extends from the NW 34th Street to Waldo Road along the Glen Springs Boulevard/North 23rd Avenue corridor. Exhibit 2 show that the portions of the Glen Springs Braid lie within the two-mile eligibility radius for the following public schools:

High School	Middle School	Elementary School
Gainesville	Howard Bishop	Charles W. Duval
-	Westwood	Stephen Foster
-	-	Glen Springs
-	-	J. J. Finley
-	-	Littlewood
-	-	Marjorie Kinnan Rawlings
-	-	W. A. Metcalfe
-	-	C. W. Norton

Attachments

t:\scott\sk18\mtpo\memo\glen_springs_sr2s_2_tac.docx

EXHIBIT 1

Transporting Ecologies Nets, Braids & Loops

Glen Springs Braid (8th Immediate Priority)

Glen Springs Braid rated second to last in the public ranking and rated lowest in cost benefit analysis and produced a low latent demand. The latter is a result of the lower commercial density along the majority of the Braid.

With the new development in the Glen Springs area and the short-cut auto route between the NW 39th Avenue and NW 31st Street (NW 23rd Avenue) this has the potential to be a major cycle thoroughfare in the future. Unfortunately, given the condition of the existing roadway and the creeks and streams that this path crosses, major construction will be required to achieve a well integrated trail. Future design should include better creek overpasses allowing cycles to pass under and include vertical connectivity to potential creekway paths.

The section of Braid that connects Waldo Road to the Hawthorne Braid (at NE 1st Terrace) is also a key component of a well connected system. This provides a short linkage between the northeast neighborhoods and the off-road Hawthorne Braid as part of a direct commuter route into campus or out of town ultimately connecting to the Gainesville Airport. It is a much more viable commuter route in the northeast than the existing truck dominated NE 39th Avenue infrastructure.

Given that even a cycle lane would require major renovations, an off-road path is recommended for the section between NW 39th Avenue and NW 13th Street. Quality of Service (QOS) 'B' should be achieved between 13th Street and Waldo Road.

Loops

Loops comprise the longer route recreational and competitive cycle network linking the urban and rural areas. During the analysis and design phase of this Master Plan Addendum (Spring of 2004), three individuals were fatally injured while riding on the paved shoulder of US 27/41 in Alachua County. On average, two people are killed each year in the county on rural roads. Although many factors contribute to these horrible events, strategies to reduce this statistic are available — foremost is providing separation between high-speed autos and bicycles.

Existing Loops, as identified on the Countywide Bicycle Priorities map have been designated as high priority and priority projects. In rural areas, where automobile speeds are high (> 45 mph), separated paths provide the safest infrastructure and are preferred by most riders — safety as the most important factor determining where and how far people will ride. These Loops (rural routes) should be upgraded with off-road independent bicycle paths separated from the roadway by 10' or more. This will have a substantial cost and may be difficult to implement in some locations. However, it should be the design goal for infrastructure on the rural routes that cyclists will use most to provide separate bicycle facilities as identified on the Countywide Bicycle Priorities map included in this report.

Urban Area Bicycle
Priorities Map

Immediate, high
priority and priority
Braids are illustrated
in addition to Nets
stitching suggestions
to improve
neighborhood
connectivity.



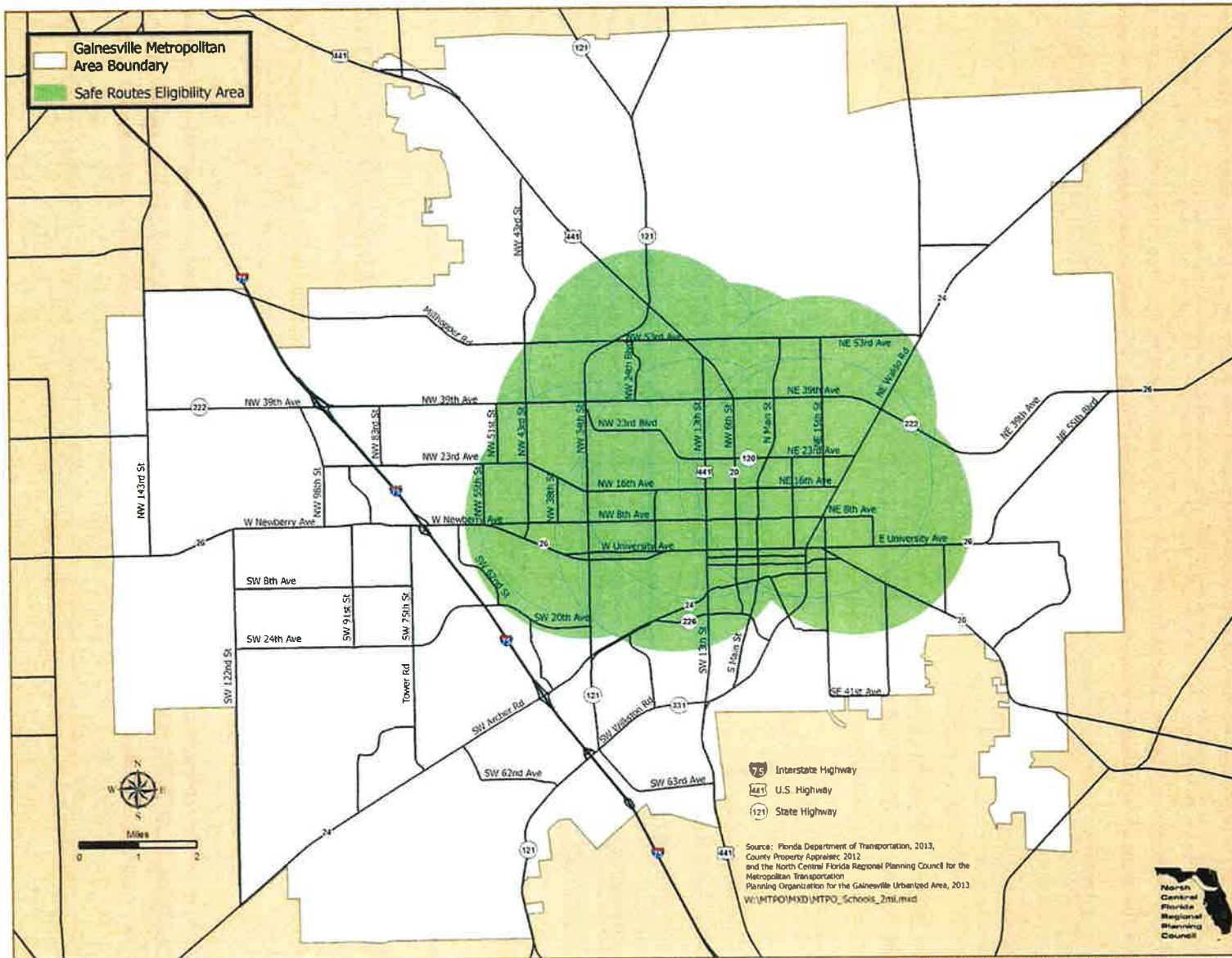
Archer Braid (1st Immediate Priority)

Archer Braid emerged as the top immediate priority based on public input, latent demand ratings, cost benefit analysis and the opportunity to extend existing funded initiatives.

Archer Braid combines two existing cycle path initiatives — the Hull road extension and the Archer Connector (Alachua County). A strategic extension of the proposed Archer Road connector ending at SW 81st Street is recommended to provide superior connectivity between the Haile Plantation area, Kanapaha Gardens and adjacent neighborhoods, SW 20th Avenue “Student Village” and the University of Florida. This adjustment optimizes east-west commuter and recreational off-road cycle and pedestrian potentials. The proposed Braid takes advantage of an existing electrical utility easement — reducing the costs of purchasing property. The new path would showcase

EXHIBIT 2

Glen Springs Braid School-Eligibility Area



t:\scott\sk18\mtpo\memo\glen_springs_sr2s_2_tac_x2.docx




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

October 4, 2017

TO: Bicycle/Pedestrian Advisory Board,
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Alachua County Comprehensive Plan Evaluation and Appraisal Report

STAFF RECOMMENDATION


Submit comment to Alachua County stating that the Comprehensive Plan Evaluation and Appraisal report is consistent with the Metropolitan Transportation Planning Organization Year 2040 Long-Range Transportation Plan.

BACKGROUND

Alachua County has requested an opportunity to present the Alachua County Comprehensive Plan Evaluation and Appraisal Report for review and comment. Staff review has determined that the Evaluation and Appraisal Report is consistent with the Metropolitan Transportation Planning Organization Year 2040 Long-Range Transportation Plan.

Exhibit 1 includes the materials for review and comment.

Attachment




Evaluation & Appraisal and Update of Alachua County Comprehensive Plan: 2011-2030

Work Plan


*Presentation to Metropolitan Transportation Planning Organization
Advisory Boards*

Ken Zeichner, AICP, Principal Planner, Growth Management Department
October 11, 2017

1



TRANSPORTATION MOBILITY ELEMENT



**Policy Overview for
identification and discussion of issues associated with
the Alachua County Comprehensive Plan
Evaluation & Appraisal and Update**

MTPO Advisory Committees: October 3, 2017



Participation in Update of County Comprehensive Plan

Work Plan for Evaluation & Appraisal & Update of
Alachua County Comprehensive Plan: 2011-2030

<https://growth-management.alachuacounty.us/formsdocs/Work-Plan-Comp-Plan-Update.pdf>

For info and to sign up for meeting notices see
Alachua County Growth Management website:

<https://growth-management.alachuacounty.us/planning/CompPlanUpdate>

3



Role of the Comprehensive Plan



- Expression of the community's long-range vision
- Policy framework adopted by the Alachua County Commission for guiding local decision-making
- County's Plan addresses a broad range of topics
 - Built Environment
 - Natural Resource Protection
 - Public Facilities and Services
 - Intergovernmental Coordination
 - Energy
 - Economic Development
 - Capital Planning
 - Housing
 - Historic Resources
 - Community Health
- Data and Analysis-Based
- Development decisions must be consistent with Plan

4



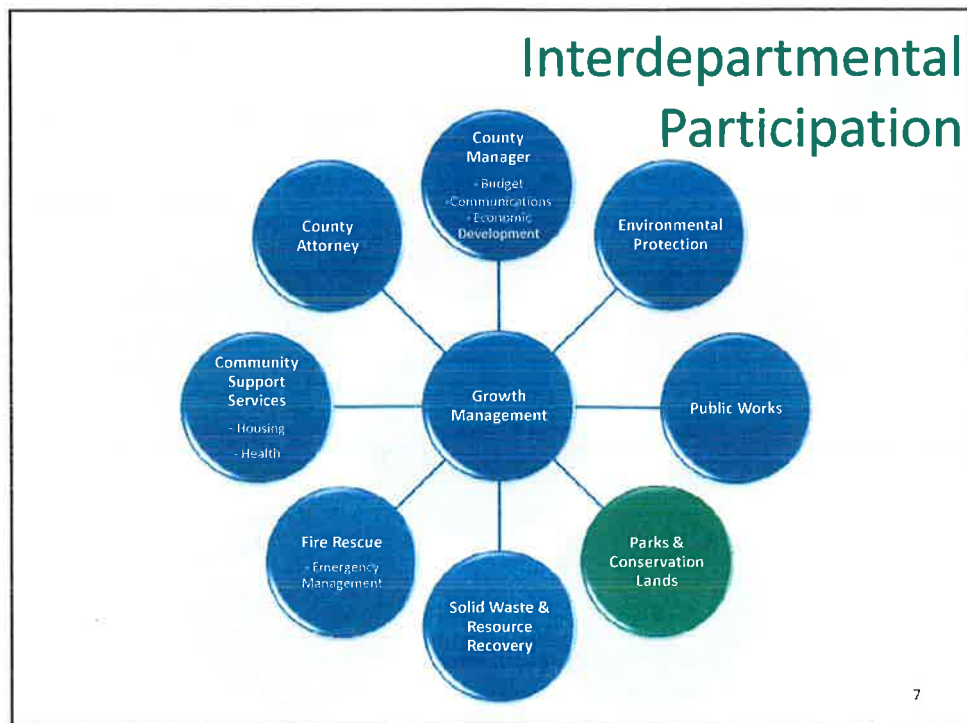
Alachua County Comprehensive Plan: 2011-2030


Last Evaluation and Appraisal
of Plan in 2008-2009



Last Plan update based on
Evaluation and Appraisal was
adopted by County Commission
in 2011



6






TRANSPORTATION MOBILITY ELEMENT

ALACHUA COUNTY COMPREHENSIVE PLAN 2011-2030

9

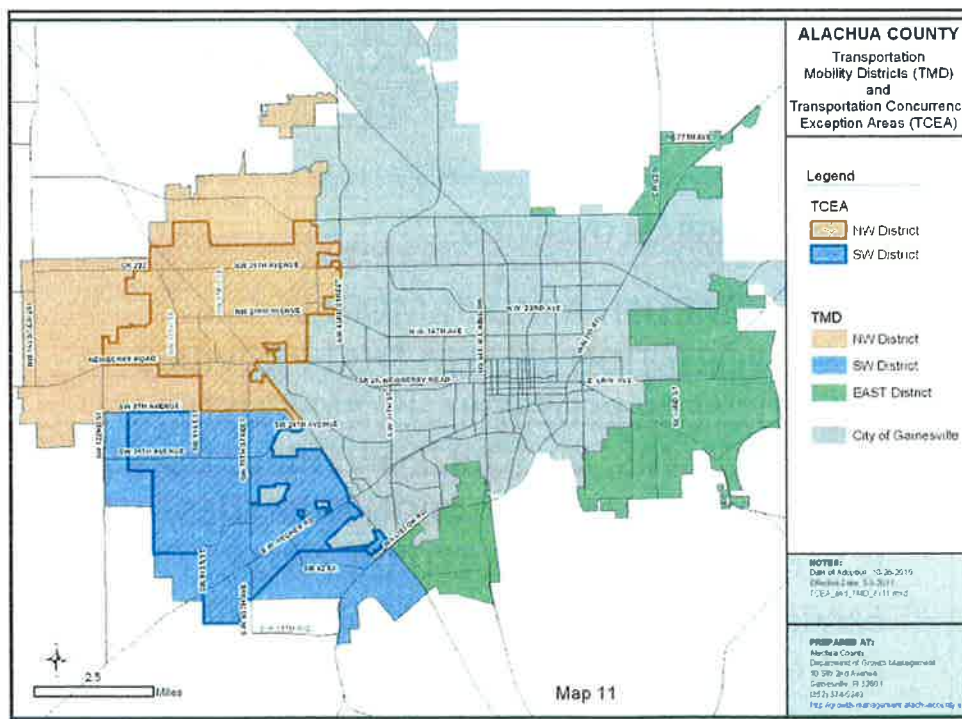
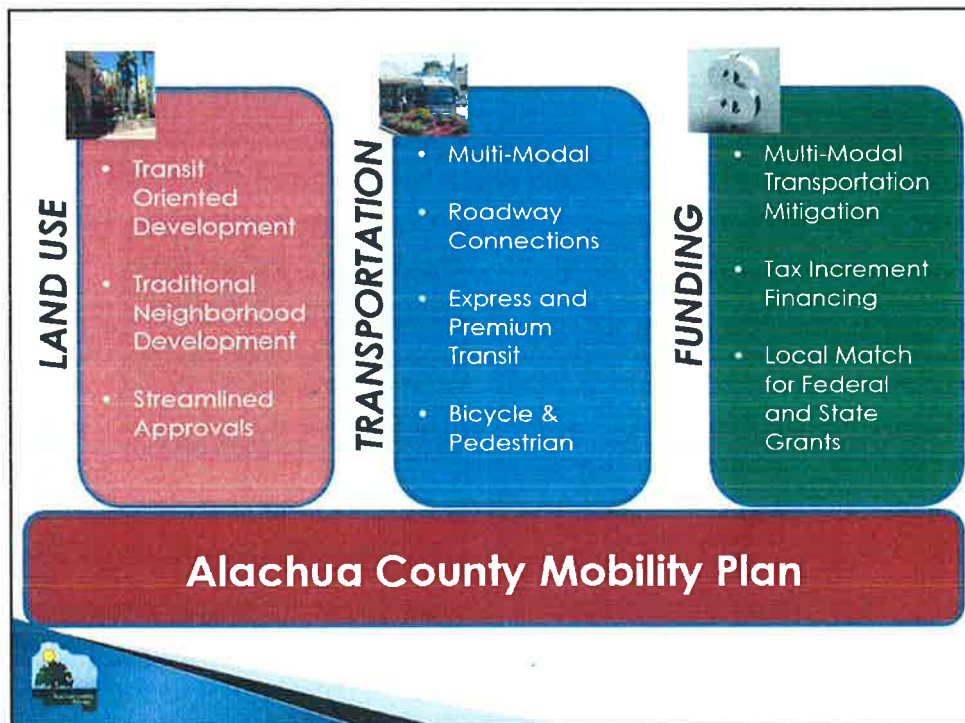


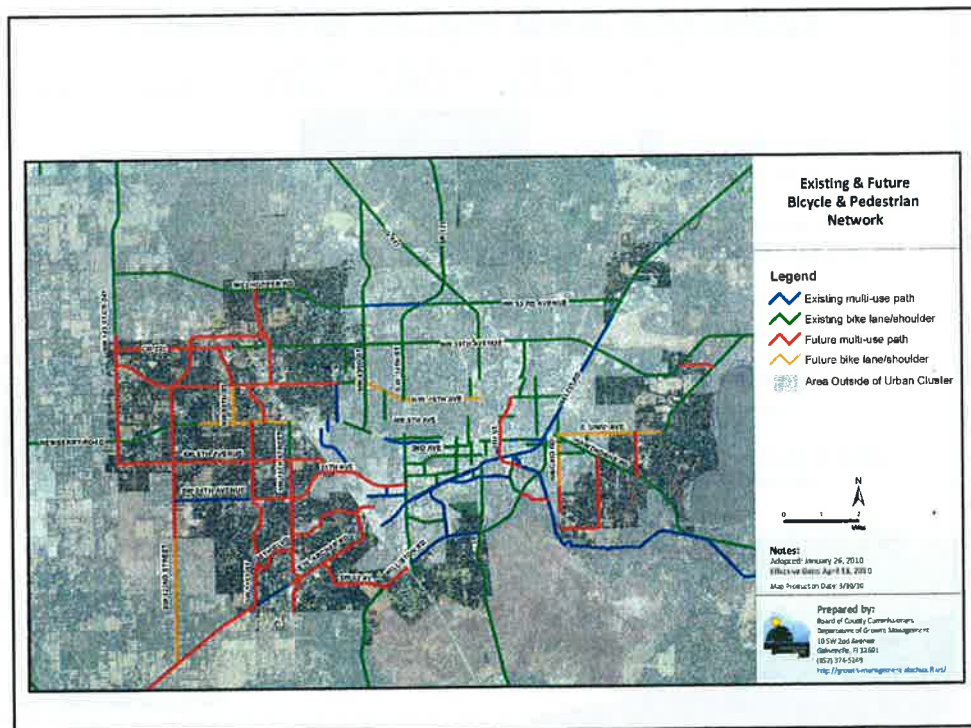
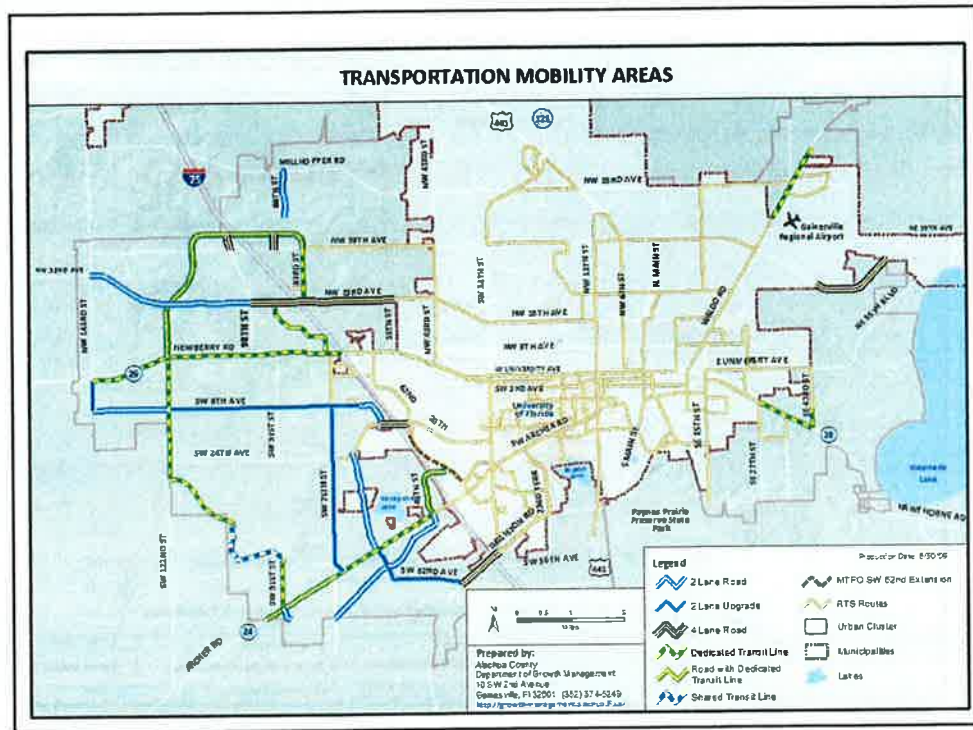
TRANSPORTATION MOBILITY ELEMENT

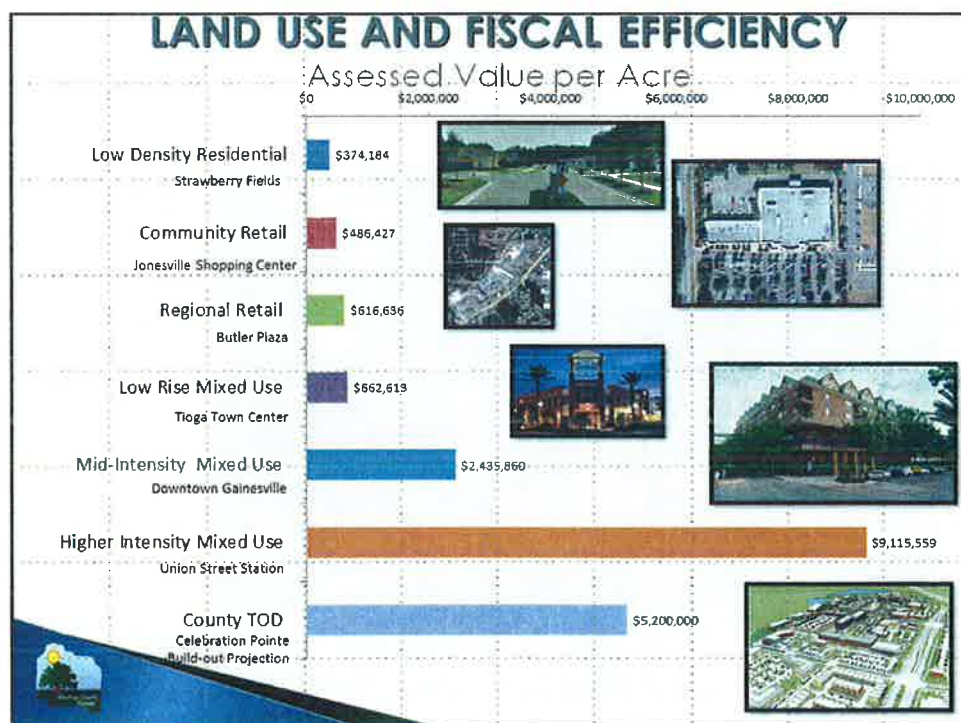
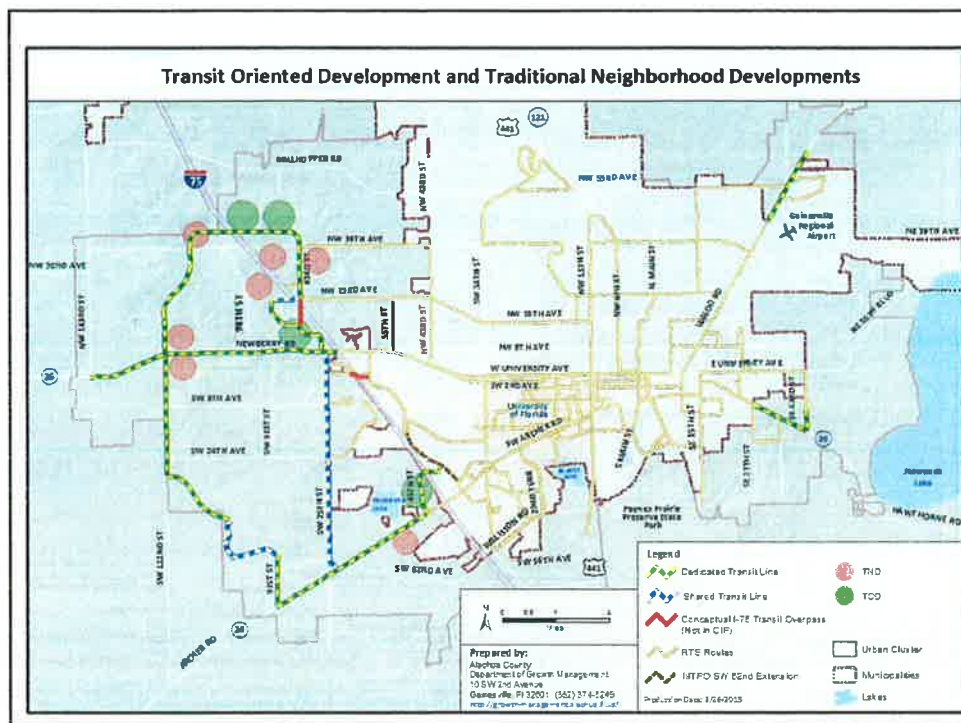
GOAL - PROGRAM OVERVIEW

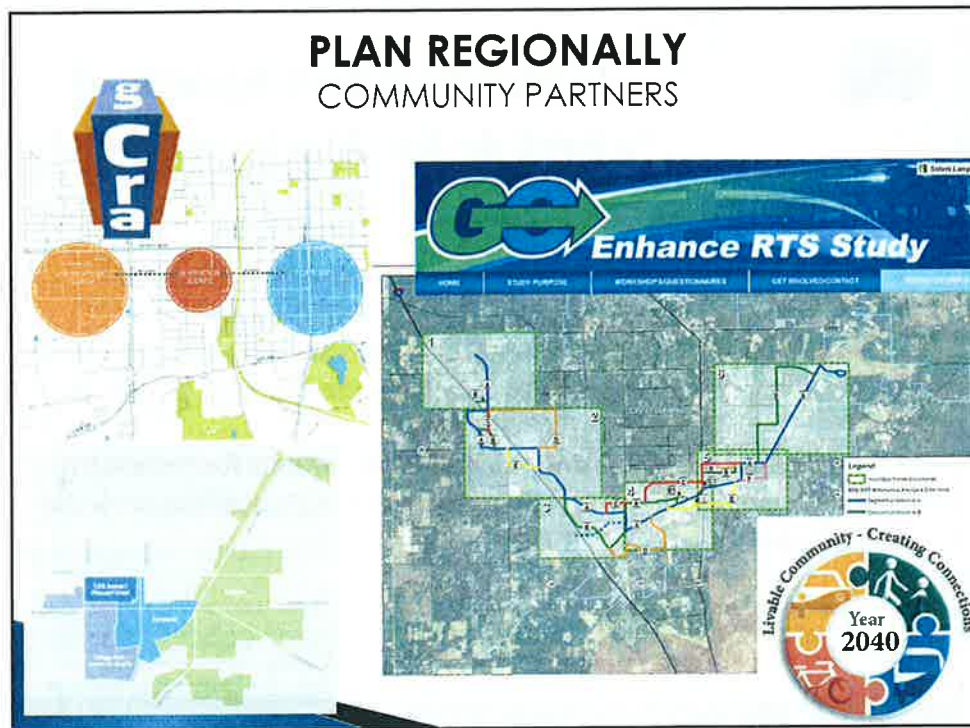
GOAL ESTABLISH A MULTI-MODAL
TRANSPORTATION SYSTEM THAT PROVIDES
MOBILITY FOR PEDESTRIANS, BICYCLISTS,
TRANSIT USERS, MOTORIZED-VEHICLE USERS,
USERS OF RAIL AND AVIATION FACILITIES, AND
IS SENSITIVE TO THE CULTURAL AND
ENVIRONMENTAL AMENITIES OF ALACHUA
COUNTY.


10











Evaluation and Appraisal State Requirements

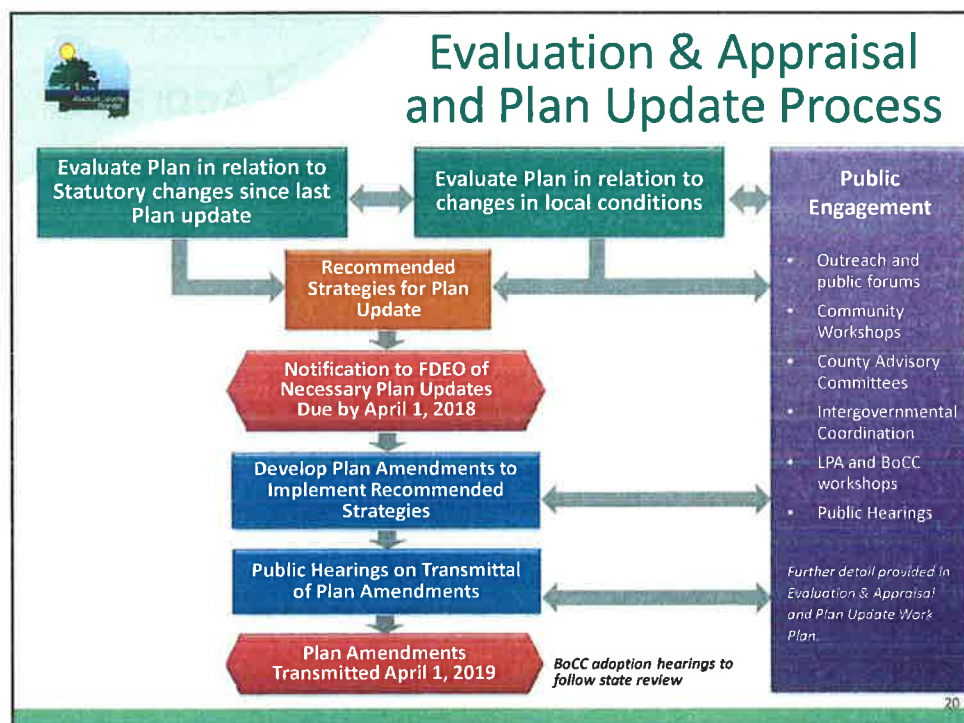
- Each local government is required to evaluate its comprehensive plan at least every 7 years
- Florida's "Community Planning Act" amendments adopted in 2011 simplified the Evaluation and Appraisal process and requirements (s. 163.3191, F.S.)
 - Local governments shall evaluate plans to determine if amendments are necessary to reflect **changes in state statutes** since the last update, and notify the state land planning agency.
 - Local governments are "encouraged to comprehensively evaluate and, as necessary, update comprehensive plans to reflect **changes in local conditions**" as part of the process.

18

Evaluation and Appraisal Schedule for Alachua County

- Alachua County must submit a letter notifying the Florida Department of Economic Opportunity (DEO) whether amendments to the Comprehensive Plan are necessary to reflect changes in state requirements no later than **April 1, 2018**.
- The County must transmit needed amendments for review by state agencies within 1 year of submittal of its notification letter (not later than April 1, 2019)

19

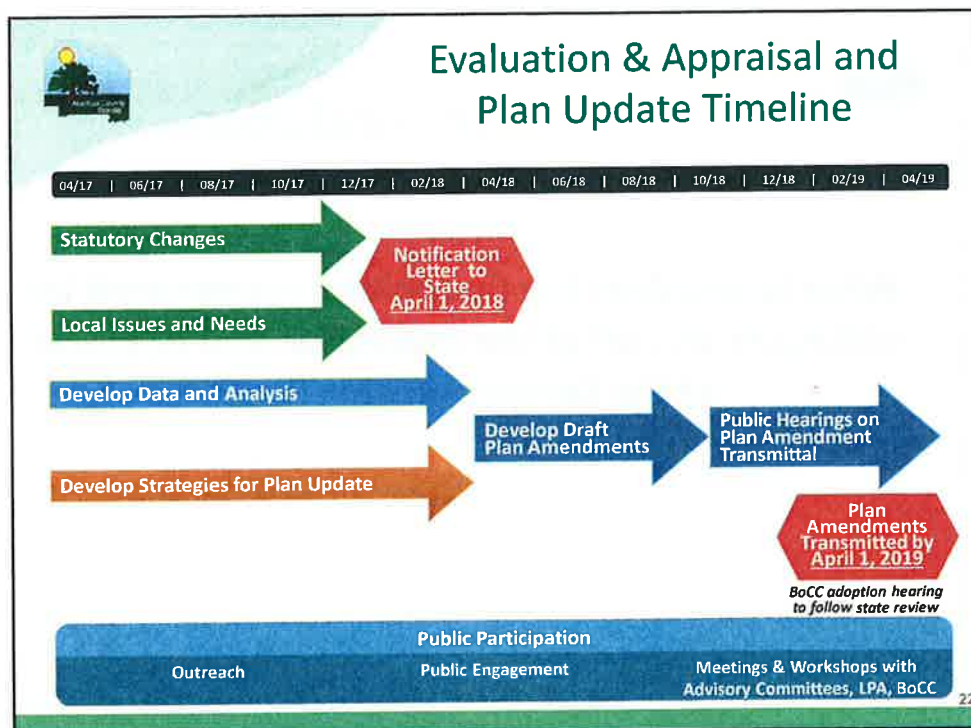




Public Engagement

- **Outreach**
 - Website
 - Email List
 - Public Comment Email Address
 - Press Releases
 - Channel 12 Content
 - County Social Media
 - Community Update Newsletter
 - Brochures
 - General & Community Newspapers
 - Community Surveys
- **Direct Engagement with Public**
 - Community Workshops
 - Stakeholder Groups
- **Local Government Meetings and Public Hearings**
 - Advisory Committees, including Alachua County Planning Commission/Local Planning Agency
 - Board of County Commissioners

21






Next Steps

- Update Data and Analysis**
 - Transportation Data
 - Coordinate with MTPD plan
 - Other?
- **Changes in Florida Statutes**
- **Identify Local Issues to Consider**
- Community Discussions**
 - Advisory Committees,
 - Local Stakeholders –

For information contact Growth Management 352-374-5249
Ken Zeichner, Principal Planner, ksz@alachuacounty.us



23



In Conclusion

What issues does the Committee recommend be addressed as part of the Evaluation and Appraisal of the Comprehensive Plan?

24

**VI**

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

October 4, 2017

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation Improvement Program Amendment- Roll Forward Projects

STAFF RECOMMENDATION

Amend the Transportation Improvement Program to roll forward funding into Fiscal Year 2017-18 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1.

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding from Fiscal Year 2016-17 to Fiscal Year 2017-18 for the projects shown in Exhibit 1. This amendment is needed because these projects were not committed by June 30, 2017 - the end of the state fiscal year. Roll forward projects within the Gainesville Metropolitan Area include:

- Gainesville Regional Airport Airfield Lighting and Signage Rehabilitation (4364081);
- Newberry Road (State Road 26) Traffic Signal Update at NW 98 Street (4343821);
- Regional Transit System Section 5307 Formula Grant (4040261); and
- Regional Transit System Section 5339 Operating Assistance Grant (4415201).

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

Attachment

t:\scott\sk18\mntpo\memo\tipamend_rollover_comms.docx

EXHIBIT 1

PAGE 1
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM MPO ROLLFORWARD REPORT

DATE RUN: 07/03/2017
TIME RUN: 09.50.47
MBRMPOTP

HIGHWAYS

ITEM NUMBER:207798 6	PROJECT DESCRIPTION:SR45/US27/US41						*NON-SIS*	
DISTRICT:02	COUNTY:ALACHUA						TYPE OF WORK:RIGHT OF WAY ACTIVITIES	
ROADWAY ID:26030000	PROJECT LENGTH: 1.073MI						LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	500	0	0	0	0	0	500
LF	90,819	0	0	0	0	0	0	90,819
TOTAL 207798 6	90,819	500	0	0	0	0	0	91,319
TOTAL PROJECT:	90,819	500	0	0	0	0	0	91,319

ITEM NUMBER:430395 1	PROJECT DESCRIPTION:SR 25 (US 441) AT CR 234/CHOLOKKA BLVD UPDATE FLASHING BEACON						*NON-SIS*	
DISTRICT:02	COUNTY:ALACHUA						TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM	
ROADWAY ID:26010000	PROJECT LENGTH: .001MI						LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,701	0	0	0	0	0	2,701
TOTAL 430395 1	0	2,701	0	0	0	0	0	2,701
TOTAL PROJECT:	0	2,701	0	0	0	0	0	2,701

ITEM NUMBER:433990 1	PROJECT DESCRIPTION:POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET)						*NON-SIS*	
DISTRICT:02	COUNTY:ALACHUA						TYPE OF WORK:BIKE PATH/TRAIL	
ROADWAY ID:26511000	PROJECT LENGTH: 3.462MI						LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	500	0	0	0	0	0	500
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALN	0	23,026	0	0	0	0	0	23,026
TOTAL 433990 1	0	23,526	0	0	0	0	0	23,526
TOTAL PROJECT:	0	23,526	0	0	0	0	0	23,526

ITEM NUMBER:434382 1	PROJECT DESCRIPTION:SR 26 (NEWBERRY RD) AT NW 98TH STREET						*SIS*	
DISTRICT:02	COUNTY:ALACHUA						TYPE OF WORK:TRAFFIC SIGNAL UPDATE	
ROADWAY ID:26070000	PROJECT LENGTH: .008MI						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,600	0	0	0	0	0	2,600
TOTAL 434382 1	0	2,600	0	0	0	0	0	2,600
TOTAL PROJECT:	0	2,600	0	0	0	0	0	2,600
TOTAL DIST: 02	90,819	29,327	0	0	0	0	0	120,146
TOTAL HIGHWAYS	90,819	29,327	0	0	0	0	0	120,146

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT

DATE RUN: 07/03/2017
 TIME RUN: 09.50.47
 MBRMPOTP

=====
 AVIATION
 =====

ITEM NUMBER:436408 1
 DISTRICT:02
 ROADWAY ID:

PROJECT DESCRIPTION:GAINESVILLE REG APT DESIGN &CONST AIRFIELD LTG & SIGNAGE REHAB PFL9868
 COUNTY:ALACHUA
 PROJECT LENGTH: .000

SIS
 TYPE OF WORK:AVIATION PRESERVATION PROJECT
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
FAA	0	1,627,650	0	0	0	0	0	1,627,650
LF	0	90,425	0	0	0	0	0	90,425
TOTAL 436408 1	0	1,718,075	0	0	0	0	0	1,718,075
TOTAL PROJECT:	0	1,718,075	0	0	0	0	0	1,718,075
TOTAL DIST: 02	0	1,718,075	0	0	0	0	0	1,718,075
TOTAL AVIATION	0	1,718,075	0	0	0	0	0	1,718,075

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/03/2017
TIME RUN: 09.50.47
MBRMPOTP

TRANSIT

ITEM NUMBER:404026 1		PROJECT DESCRIPTION:GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES					*NON-SIS*	
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:CAPITAL FOR FIXED ROUTE	
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	4,700,000	7,000,000	2,500,000	2,500,000	2,500,000	2,500,000	0	21,700,000
LF	1,175,000	1,750,000	625,000	625,000	625,000	625,000	0	5,425,000
TOTAL 404026 1	5,875,000	8,750,000	3,125,000	3,125,000	3,125,000	3,125,000	0	27,125,000
TOTAL PROJECT:	5,875,000	8,750,000	3,125,000	3,125,000	3,125,000	3,125,000	0	27,125,000

ITEM NUMBER:441520 1		PROJECT DESCRIPTION:ALACHUA CO 5339 RTS TRANSIT IMPROVEMENT					*NON-SIS*	
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE	
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2018	2018	2019	2020	2021	2022	GREATER THAN 2022	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
FTA	0	273,337	0	0	0	0	0	273,337
LF	0	54,468	0	0	0	0	0	54,468
TOTAL 441520 1	0	327,805	0	0	0	0	0	327,805
TOTAL PROJECT:	0	327,805	0	0	0	0	0	327,805
TOTAL DIST: 02	5,875,000	9,077,805	3,125,000	3,125,000	3,125,000	3,125,000	0	27,452,805
TOTAL TRANSIT	5,875,000	9,077,805	3,125,000	3,125,000	3,125,000	3,125,000	0	27,452,805
GRAND TOTAL								
	5,965,819	10,825,207	3,125,000	3,125,000	3,125,000	3,125,000	0	29,291,026

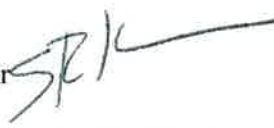
**VII**

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

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

October 4, 2017

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Long-Range Transportation Plan Administrative Modification -
SW 62nd Connector Preliminary Engineering and Right-of-Way

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve administrative modifications to its Year 2040 Long-Range Transportation Plan to:

1. add the funding for the SW 62nd Connector project in Fiscal Year 2017-18 for preliminary engineering identified in Exhibit 1;
2. add the funding for the SW 62nd Connector project in Fiscal Year 2017-18 and Fiscal Year 2018-19 for right-of-way acquisition identified in Exhibit 1; and
3. reduce funding for right-of-way acquisition identified in Exhibit 2.

BACKGROUND

The purpose of this administrative modification is to add preliminary engineering funds and advance funds for right-of-way acquisition. Concurrent with the Transportation Improvement Program amendment, the Metropolitan Transportation Planning Organization needs to administratively modify its Year 2040 Long-Range Transportation Plan to revise funding for this SW 62nd Connector project (2113656). Activities in this administrative modification include:

- Preliminary Engineering in Fiscal Year 2017-18 - \$120,051 (Repurposed Federal Earmark);
- Right-of-Way Acquisition Fiscal Year 2017-18 -\$4,842,481 Transportation Regional Incentive Program and Surface Transportation Program); and
- Right-of-Way Acquisition Fiscal Year 2018-19 - \$772,801 (Repurposed Federal Earmark).

Exhibit 1 shows the changes to Table 9 for additional funding in blue text. Exhibit 2 shows the change to Table 11 for reduction of the advanced right-of-way funding in red text.

Attachments

t:\scott\sk18\mtpo\memo\lrtp_mod_sw62connector_comms.docx

EXHIBIT 1

Table 9: Major Projects in the Transportation Improvement Program: Fiscal Years 2015-16 to 2019-20

Project	Description	Project Phase* and Funding by Fiscal Year in Millions of Dollars				
		2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
SW 27 th Street	Construct bike/pedestrian trail from State Road 331 (Williston Road) to SW 35 th Place	-	\$0.07 PE	-	\$0.232 CST	-
Norton Elementary Trail	Construct bike/pedestrian trail from State Road 222 (NW 39 th Avenue) to NW 45 th Avenue	-	\$0.371 CST	-	-	-
State Road 24 (Archer Road)	Project Development and Environment Study from US 27/Bronson to Tower Road/SW 75 th Street	\$0.520 PE	-	-	-	-
Depot Avenue	Reconstruct corridor from US 441 (SW 13 th Street) to State Road 331 (Williston Road)	\$6.41 PE, ROW, CST	-	-	-	-
SW 30 th Avenue	Construct bridge from SW 45 th Street to SW 30 th Avenue	\$12.0 CST	-	-	-	-
SW 62 nd Boulevard	Preliminary engineering from State Road 24 (Archer Road) to State Road 26 (Newberry Road)	\$1.28 PE	-	4.963 PE, ROW	0.834 ROW	-
SW 40 th Boulevard Extension	Construct new roadway from State Road 121 (SW 34 th Street) to State Road 24 (Archer Road)	-	\$1.36 CST	-	-	-
Interstate 75	Project Development and Environment Study and Preliminary Engineering of State Road 121 (Williston Road) Interchange	\$0.124 PE	\$0.133 PE	-	-	-
Southeast 16 th Avenue (State Road 226)	Transportation Systems Management Capacity Enhancements at Main Street and Williston Road (State Road 331) Intersections	\$2.024 PE, CST	\$0.026 CST	\$0.054 CST	-	-

*Project Phasing: PE=Preliminary Engineering, ROW=Right of Way Acquisition, CST = Construction

EXHIBIT 2

Table 11: Adopted Year 2040 Cost Feasible Plan Phasing (in Year of Expenditure Dollars)

Project	Funding Period			
	2021 - 2025	2026 - 2030	2031 - 2040	Beyond 2040
Strategic Intermodal System Revenues (Year of Expenditure Dollars)				
	\$5.1 Million	-	-	-
Modifications at Interstate 75 / State Road 121 Interchange	ROW \$0.10	- -	- -	- -
	CST/CEI \$5.00	- -	- -	- -
State Highway System Revenues (Year of Expenditure Dollars)				
	\$23.6 Million	\$22.3 Million	\$48.8 Million	\$33.3 Million
Multimodal Emphasis Corridor Study and implementation on US 441(West 13th Street) from NW 33rd Avenue to Archer Road	Design FDOT	- -	- -	- -
	ROW NA	- -	- -	- -
	CST \$2.35	- -	- -	- -
	CEI \$0.40	- -	- -	- -
Multimodal Emphasis Corridor projects on State Road 26 (University Avenue) from Gale Lemerand Drive to Waldo Road	Design FDOT	- -	- -	- -
	ROW \$0.30	- -	- -	- -
	CST \$6.55	- -	- -	- -
	CEI \$1.00	- -	- -	- -
Pedestrian Safety Modifications on State Roads 24/331 (Waldo/Williston Roads) from NE 39th Avenue to SE 16th Avenue	Design FDOT	- -	- -	- -
	ROW NA	- -	- -	- -
	CST \$3.30	- -	- -	- -
	CEI \$0.50	- -	- -	- -
Safety and Capacity Enhancements on State Road 121 (West 34th Street) from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bike lanes	Design FDOT	- -	- -	- -
	ROW \$1.65	ROW \$1.50	- -	- -
	CST \$6.55	CST \$3.70	CST \$39.35	- -
	CEI \$1.00	CEI \$0.50	CEI \$5.70	- -
Widen State Road 24 (Archer Road) to four lanes from Tower Road to SW 122nd Street	Design FDOT	- -	- -	- -
	- -	ROW \$9.70	- -	ROW \$5.15
	- -	CST \$6.10	CST \$3.15	CST \$24.40
	- -	CEI \$0.80	CEI \$0.60	CEI \$3.75
<i>Table 11 continues on the following page</i>				

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Surface Transportation Program Revenues (Year of Expenditure Dollars)								
Four-lane extension of SW 62nd Boulevard from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes	\$8.7 Million		\$8.3 Million		\$18.0 Million		\$71.9 Million	
	ROW	\$3.57	ROW	\$4.15	-	-	ROW	\$2.50
	-	-	-	-	-	-	CST	\$14.00
	-	-	-	-	-	-	CEI	\$2.00
Widen SW 62nd Boulevard to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes	Design	\$0.33	-	-	-	-	-	-
	-	-	-	-	-	-	ROW	\$7.25
	-	-	-	-	-	-	CST	\$9.35
	-	-	-	-	-	-	CEI	\$1.40
Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	-	-	Design	\$0.45	Design	\$1.40	-	-
	-	-	ROW	N/A	ROW	N/A	-	-
	-	-	CST	\$2.25	CST	\$13.40	-	-
	-	-	CEI	\$0.40	CEI	\$2.00	-	-
Resurface City Roads according to priorities established by the Gainesville City Commission	-	-	Design	\$0.30	Design	\$0.20	-	-
	-	-	ROW	N/A	ROW	N/A	-	-
	-	-	CST	\$0.60	CST	\$0.80	-	-
	-	-	CEI	\$0.15	CEI	\$0.20	-	-
Transportation Alternatives Program Revenues (Year of Expenditure Dollars)								
Miscellaneous bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$1.45 Million		\$1.45 Million		\$2.9 Million		-	
	Design	\$0.20	Design	\$0.15	Design	\$0.25	-	-
	ROW	N/A	ROW	N/A	ROW	\$0.30	-	-
	CST	\$1.10	CST	\$1.15	CST	\$2.10	-	-
	CEI	\$0.15	CEI	\$0.15	CEI	\$0.25	-	-
Transit Revenues (Year of Expenditure Dollars)								
Maintain and operate existing City of Gainesville Regional Transit System	\$18.2 Million		\$19.1 Million		\$40.0 Million		-	
	TOP	\$18.2	TOP	\$19.2	TOP	\$40.0	-	-

Notes: FDOT = Florida Department of Transportation, ROW = Right of Way, CST = Construction, CEI = Construction Engineering Inspection, TOP= Transit Operations

**VIII**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

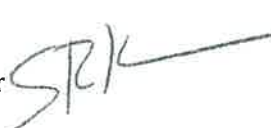
Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

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

October 4, 2017

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment -
SW 62nd Connector Preliminary Engineering and Right-of-Way

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add funding for the SW 62nd Connector project in Fiscal Year 2017-18 and Fiscal Year 2018-19 as identified in Exhibit 1.

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add funding for the SW 62nd Connector project (2113656). Activities in this amendment include:

- Preliminary Engineering in Fiscal Year 2017-18;
- Right-of-Way Acquisition Fiscal Year 2017-18; and
- Right-of-Way Acquisition Fiscal Year 2018-19.

The SW 62nd Connector is a priority project in the Year 2040 Long-Range Transportation Plan (Exhibit 2).

Attachments

EXHIBIT 1***Florida Department of Transportation***

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

TRANSMITTED ELECTRONICALLY – September 27, 2017

Mr. Scott Koons, AICP
Executive Director
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

**Re: FDOT Amendment request for the
Gainesville MTPO Transportation Improvement Program for FY 2017/18 – FY 2021/22**

Dear Mr. Koons,

The Florida Department of Transportation requests placement on the agenda for the October 30 meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO), and the Advisory Committees, as appropriate. This is to consider two Amendments to the Transportation Improvement Program for FY 2017/18 through FY 2021/22 to add funding for the SW 62nd Boulevard Connector. The amounts listed below are the total project costs to be shown in the TIP amendment report.

211365-6	SW 62nd Boulevard 4-Lane Arterial Connector	
PHASE	Fund Source	FY18
Preliminary Engineering	Repurposed Federal Earmark (REPE)	\$ 120,051

211365-7	SW 62nd Boulevard 4-Lane Arterial Connector		Right-of-Way Activities
Fund Source	FY18	FY19	TOTAL
Local Funds (LF)	Match requirement met by Local Agency and Developer, based on previous Right-of-Way and Construction of Phase 1 of 62nd Avenue Capacity Project.		
Transportation Regional Incentive Program (TRIP – State)	\$ 4,797,481	\$ 67,000	\$ 4,864,481
Repurposed Federal Earmark (REPE)	\$ -0-	\$ 772,801	\$ 772,801
Surface Transportation Program – Anywhere (SA – Federal)	\$ 45,000	\$ -0-	\$ 45,000
TOTALS	\$ 4,842,481	\$ 839,801	\$ 5,682,282

The first amendment adds the Preliminary Engineering (Design) phase for the SW 62nd Boulevard Connector to the TIP; the second adds the Right-of-Way phase. There are two separate project numbers because the Preliminary Engineering, and the eventual Construction, will be managed by the City of Gainesville, while the Department will manage the Right-of-Way acquisition. These are both new projects to the TIP that was adopted on June 5, 2017. A local cash match for the TRIP funding is not needed, as the Department has determined the match requirement has been met by the Local Agency and the Developer, based on previous Right-of-Way and Construction of Phase 1 of the 62nd Avenue capacity project.

If you have any questions about this project or this amendment request please call me at (904) 360.5684.

Sincerely,

James M. Green

James M. Green

Gainesville MTPO / Alachua County Liaison

xc: Karin Charron, Becky Williams, Dave Cerlanek, Karen Taulbee

EXHIBIT 2

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Surface Transportation Program Revenues (Year of Expenditure Dollars)								
Four-lane extension of SW 62nd Boulevard from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes	\$8.7 Million		\$8.3 Million		\$18.0 Million		\$71.9 Million	
	ROW	\$8.25	ROW	\$4.15	-	-	ROW	\$2.50
	-	-	-	-	-	-	CST	\$14.00
	-	-	-	-	-	-	CEI	\$2.00
Widen SW 62nd Boulevard to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes	Design	\$0.33	-	-	-	-	-	-
	-	-	-	-	-	-	ROW	\$7.25
	-	-	-	-	-	-	CST	\$9.35
	-	-	-	-	-	-	CEI	\$1.40
Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	-	-	Design	\$0.45	Design	\$1.40	-	-
	-	-	ROW	N/A	ROW	N/A	-	-
	-	-	CST	\$2.25	CST	\$13.40	-	-
	-	-	CEI	\$0.40	CEI	\$2.00	-	-
Resurface City Roads according to priorities established by the Gainesville City Commission	-	-	Design	\$0.30	Design	\$0.20	-	-
	-	-	ROW	N/A	ROW	N/A	-	-
	-	-	CST	\$0.60	CST	\$0.80	-	-
	-	-	CEI	\$0.15	CEI	\$0.20	-	-
Transportation Alternatives Program Revenues (Year of Expenditure Dollars)								
Miscellaneous bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$1.45 Million		\$1.45 Million		\$2.9 Million		-	
	Design	\$0.20	Design	\$0.15	Design	\$0.25	-	-
	ROW	N/A	ROW	N/A	ROW	\$0.30	-	-
	CST	\$1.10	CST	\$1.15	CST	\$2.10	-	-
	CEI	\$0.15	CEI	\$0.15	CEI	\$0.25	-	-
Transit Revenues (Year of Expenditure Dollars)								
Maintain and operate existing City of Gainesville Regional Transit System	\$18.2 Million		\$19.1 Million		\$40.0 Million		-	
	TOP	\$18.2	TOP	\$19.2	TOP	\$40.0	-	-

Notes: FDOT = Florida Department of Transportation, ROW = Right of Way, CST = Construction, CEI = Construction Engineering Inspection, TOP= Transit Operations

**IX**

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

October 4, 2017

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

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

STAFF RECOMMENDATION

Recommend that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program (Exhibit 1):

- 1. include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121); and**
- 2. program a project to convert onstreet parking to bikelanes on Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street and schedule a public meeting to remove the onstreet parking.**

BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program (Exhibit 1) to the State Legislature. The Florida Department of Transportation Tentative Five Year Work Program lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2019 to 2023). Exhibit 2 shows new projects in the Tentative Work Program.

Action Being Requested

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

Attachments

t:\scott\sk18\mtpo\memo\fdotwpoct11comm.docx

EXHIBIT 1

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2019 - 2023 (10/01/2017 20:15:01)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
---------	---------------------	------------------	--------	------	------	------	------	------

Highways: Interstate

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4230716	I-75(SR121)WILLISTON RD SR222(NW 39TH AVE)	ADD MANAGED LANES	7.651		1,000 PDE			
4230714	I-75(SR93)@ SR24(ARCHER RD)	INTERCHANGE - ADD LANES	.500	500 RRU				
				7,442 CST				

Highways: State Highways

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4135171	D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT	TRAFFIC CONTROL DEVICES/SYSTEM	.000	957 OPS	1,004 OPS	1,052 OPS	1,103 OPS	1,157 OPS
4408981	INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY	TRAFFIC SIGNAL UPDATE	44.977	3,070 CST				
4358901	RECONSTRUCT 5 TRAFFIC SIGNALS ON SR331 IN ALACHUA COUNTY	TRAFFIC SIGNAL UPDATE	1.998			917 PE		
4358891	SR120(NW 23RD AVE) & SR25(US441)(NW 13TH ST) ALACHUA CO GAINESVILLE	TRAFFIC SIGNAL UPDATE	.005		1 PE	401 PE		
4394901	SR121 FROM: NW16TH AVE TO: US441	TRAFFIC OPS IMPROVEMENT	3.698			8,053 CST		
4343971	SR121(NW 34TH ST) @ CR232(NW53RD)	TRAFFIC SIGNAL UPDATE	.007		406 CST			
4394881	SR121(SW34TH ST) FROM: SR26A(SW2ND AVE) TO: SR26(W UNIV AVE)	TRAFFIC OPS IMPROVEMENT	.450		3,924 CST			
4361761	SR20(SE HAWTHORNE RD) FROM: SR26 TO: CR329B	RESURFACING	3.413		8,248 CST	81 CST		
4355641	SR200(US301) @SR24 CSXRR BR.NO260001 & SR25(US441) PED OVRPS BR.260003	BRIDGE - PAINTING	.141		130 PE			
						100 RRU		
						54 CST	1,282 CST	
4323111	SR200(US301) FROM RAILROAD OVERPASS TO BRADFORD C/L	RESURFACING	3.431	28 CST				
4395271	SR226 FROM: SR24 TO: US441	LANDSCAPING	.924	45 PE				
					207 CST			
4373771	SR226(SW 16TH AVE) AT SW 10TH TERRACE	TRAFFIC SIGNAL UPDATE	.004	127 PE				579 CST
4405211	SR24 @ RR CROSSING NO622511D	RAILROAD CROSSING	.200			300 RRU		
4343961	SR24 @ SW 23RD TERRACE	TRAFFIC SIGNAL UPDATE	.010	153 PE				693 CST
4394891	SR24 FROM: SR26(UNIVERSITY AVE) TO: SR222	LIGHTING	2.640		3,938 CST			
4343231	SR24(ARCHER RD) FROM: SW 40TH BLVD TO: SR226	RESURFACING	2.106	57 CST				
4399341	SR24(ARCHER ROAD) FROM: SW 75TH TERRACE TO: SW 41ST BLVD	BIKE PATH/TRAIL	.000		1,827 CST			
4393441	SR24(US27) SW ARCHER RD FROM: SR45(US27/US41) TO: SW 75 ST	RESURFACING	6.781	80 PE	20 PE			
					7,440 CST	86 CST		
4358911	SR25(US441) @ SR24(SW ARCHER RD)	TRAFFIC SIGNAL UPDATE	.006				550 PE	
4344001	SR25(US441) @ SW 14TH DRIVE	TRAFFIC SIGNAL UPDATE	.006				742 CST	
4361571	SR25(US441) FROM: MARION COUNTY LINE TO: SR331	RESURFACING	11.639	1,501 PE	100 PE	40 PE		
						16,834 CST		
4361731	SR25(US441) FROM: NW 167TH BLVD TO: COLUMBIA COUNTY LINE	RESURFACING	6.739	103 CST				
2078502	SR26 CORRIDOR FROM: GILCHRIST C/L TO: CR26A E OF NEWBERRY	ADD LANES & RECONSTRUCT	4.031		4,000 PE	100 PE	100 PE	
							1,875 ROW	4,376 ROW
4339881	SR26 FROM: SANTA FE PARK TO: END EXISTING SIDEWALK	SIDEWALK	.500		500 CST	5 CST		
4412621	SR26 FROM: SR45(US41) TO: CR241 SOUTH	RESURFACING	4.797	24 PE				
						8,246 CST		
4373541	SR26(NEWBERRY RD) FROM: NW 75TH ST TO: NW 69TH TERRACE	ADD TURN LANE(S)	.391	2,984 CST				
4305422	SR26(NEWBERRY RD) FROM: W OF NW 80TH BLVD. TO: SW 38TH STREET	SIDEWALK	2.852	1,296 ROW	729 ROW	432 ROW		
						2,591 CST		
4361661	SR331 FROM: SR121 TO: SR25(US441)	RESURFACING	2.169	51 CST				
4393001	SR45 @ SW 15TH AVENUE	ADD RIGHT TURN LANE(S)	13.087				424 CST	

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
---------	---------------------	------------------	--------	------	------	------	------	------

Highways: Local Roads

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4395001	CR235 @ NW 94TH AVE	INTERSECTION IMPROVEMENT	.200		73 CST	1 CST		
4423381	CR237 ALACHUA RR CROSSING NO. 625944U	RAIL SAFETY PROJECT	.020	319 RRU				
4394981	CR329(S MAIN ST) @ SE WILLISTON RD INTERSECTION	INTERSECTION IMPROVEMENT	.100		47 CST	1 CST		
4412191	NW 53RD AVE @ ANIMAL SERVICES DRIVE	INTERSECTION IMPROVEMENT	.100	206 PE			871 CST	
4339902	POE SPRINGS ROAD FROM: POE SPRINGS TO: US 27(MAIN STREET)	BIKE PATH/TRAIL	3.462	1,781 CST	1 CST			
4339901	POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET)	BIKE PATH/TRAIL	3.462	11 ROW				
4411551	SE 65TH AVE FROM: SE 215TH TO: SE 210TH	SIDEWALK	.140			47 PE		212 CST
4394991	SW 170TH ST(CR241) FROM: LEVY C/L TO: SOUTH OF ARCHER	WIDEN/RESURFACE EXIST LANES	2.600		3,812 CST			
4412181	SW 20TH AVENUE FROM: SW 43RD STREET TO: SW 34TH STREET	SIDEWALK	1.034	103 PE				
2113656	SW 62ND BLVD 4-LANE ARTERIAL CONNECTOR	TRAFFIC OPS IMPROVEMENT	1.516				17,607 CST	
2113657	SW 62ND BLVD 4-LANE ARTERIAL CONNECTOR	RIGHT OF WAY ACQUISITION	.000	1,351 ROW				

Highways: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4423431	MAGNOLIA AVE RAILROAD SIGNAL CROSSING NUMBER 622510W	RAIL SAFETY PROJECT	.000	190 RRU				
4394951	NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST	SIDEWALK	.280		231 CST			
4347961	NW 1ST AVENUE @ NORTH SEABOARD DRIVE RAILROAD CROSSING 622497K	RAIL SAFETY PROJECT	.000	177 RRU				
4373331	NW 19TH LANE FROM: NW 16TH TERRACE TO: US441(NW 13TH STREET)	BIKE LANE/SIDEWALK	.247		417 CST			
4347911	NW 252ND STREET @ NW 5TH AVENUE RAILROAD CROSSING 625897N	RAIL SAFETY PROJECT	.000	215 RRU				
4339891	SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE	BIKE PATH/TRAIL	.696	412 CST	5 CST			

Fixed Capital Outlay: Facilities

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4354543	GAINESVILLE OPERATIONS COMPLEX HVAC SYSTEMS & COMPTROLLERS UPGRADES-5	FIXED CAPITAL OUTLAY	.000	370 CST				
4354542	GAINESVILLE OPERATIONS COMPLEX ELECTRICAL UPGRADES WELDING SHOP	FIXED CAPITAL OUTLAY	.000	15 CST				

Transportation Planning: Non-System Specific

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4393182	GAINESVILLE MPO FY 2018/2019-2019/2020 UPWP	TRANSPORTATION PLANNING	.000	482 PLN	488 PLN			
4393183	GAINESVILLE MPO FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING	.000			488 PLN	488 PLN	
4393184	GAINESVILLE MPO FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING	.000					488 PLN

Maintenance: Interstate

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
2149384	ALACHUA ROUTINE	ROUTINE MAINTENANCE	.000	250 MNT	250 MNT	250 MNT	250 MNT	250 MNT

Maintenance: State Highways

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4404751	ALACHUA CO CONCRETE REPAIRS	ROUTINE MAINTENANCE	.000	75 MNT	75 MNT			
2143011	ALACHUA	ROUTINE MAINTENANCE	.000	5,000 MNT	5,000 MNT	5,000 MNT		

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2019 - 2023 (10/01/2017 20:15:01)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4401961	ALACHUA CO TREE & STUMP REMOVAL	ROUTINE MAINTENANCE	.000	77 MNT				
4420751	DITCH CLEANING & REPAIRS ALACHUA CO	ROUTINE MAINTENANCE	.000	150 MNT				
4144031	LIGHTING AGREEMENTS ALACHUA COUNTY	LIGHTING	.000	964 MNT	992 MNT	1,022 MNT	1,053 MNT	1,084 MNT

Freight, Logistic And Passenger Operation: Aviation

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4400371	GAINESVILLE REG APT ACQUIRE INDEX 'B' FIRE FIGHTING VEHICLE PFL009102	AVIATION SAFETY PROJECT	.000				1,000 CAP	
4349201	GAINESVILLE REG APT COMMERCIAL TERMINAL EXPANSION	AVIATION PRESERVATION PROJECT	.000	10,000 CAP				
4349211	GAINESVILLE REG APT DESIGN & CONST HANGAR PFL0009867	AVIATION REVENUE/OPERATIONAL	.000	800 CAP	1,000 CAP	1,000 CAP		
4331231	GAINESVILLE REG APT DGN & CONST NEW AIR TRAFFIC CONTROL TOWER PFL0983	AVIATION SAFETY PROJECT	.000			4,000 CAP		
4400651	GAINESVILLE REG APT TWY 'A' PAVEMENT REHAB PHASE II PFL0009324	AVIATION PRESERVATION PROJECT	.000	983 CAP				
4288301	GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725	AVIATION REVENUE/OPERATIONAL	.000		500 CAP	500 CAP		
4400381	GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658	AVIATION PRESERVATION PROJECT	.000				225 CAP	
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987	AVIATION CAPACITY PROJECT	.000			2,450 CAP	2,450 CAP	
4331201	GAINESVILLE REGIONAL APT PAPI AND BEACON REPLACEMENT PF0009132	AVIATION SAFETY PROJECT	.000			176 CAP		
4367611	GAINESVILLE REGIONAL APT PURCHASE TRACTOR & MOWER PFL0008658	AVIATION REVENUE/OPERATIONAL	.000	200 CAP	150 CAP			
4288321	GAINESVILLE REGIONAL APT TAXIWAY A DRAINAGE/ RETENTION PFL008733	AVIATION PRESERVATION PROJECT	.000				1,200 CAP	
4400491	GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297	AVIATION REVENUE/OPERATIONAL	.000				150 CAP	

Freight, Logistic And Passenger Operation: Transit

Item No	Project Description	Work Description	Length	2019	2020	2021	2022	2023
4330761	ALACHUA CO GAINESVILLE RTS SERVICE DEVELOPMENT PROJECT	TRANSIT SERVICE DEMONSTRATION	.000	973 OPS				
4272501	ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING	OPERATING/ADMIN. ASSISTANCE	.000	678 OPS	712 OPS	747 OPS	784 OPS	824 OPS
4117623	GAINESVILLE MTPO FED SECT 5303 PLANNING FUNDS	TRANSPORTATION PLANNING	.000	163 PLN	159 PLN	168 PLN	173 PLN	178 PLN
4040261	GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES	CAPITAL FOR FIXED ROUTE	.000	3,125 CAP	3,125 CAP	3,125 CAP	3,125 CAP	3,125 CAP
2155461	GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	.000	3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS	
4117571	GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS	OPERATING FOR FIXED ROUTE	.000	3,913 OPS	4,091 OPS	4,296 OPS	4,528 OPS	4,736 OPS

Phase Group Descriptions

Phase	Description	Phase Group	Phase Type	Exceptions
ADM	Administration	A	Any	Excl pgm 52; Ph A8 w/pgm 39
CAP	Capital	9	Any	
CST	Construction	5,6	Any	Excl Ph 5A,5D,56,57; Cnclss 9
DSB	Design Build	5,6	Any	With Conclass 9 only
ENV	Environmental	C	Any	
INC	Contract Incentives	5	A	
LAR	Local Advance Reimburse	A	8	With Program 39 only
MNT	Brdg/Rdwy/Contract Maint	7	Any	Excl Phase 76 and 77
OPS	Operations	8	Any	
PDE	P D & E	2	Any	
PE	Preliminary Engineering	3	Any	Excl Phase 36 and 37
PLN	Planning	1	Any	
RES	Research	B	Any	
RPY	Repayments	5	D	Also incl Ph A8 w/pgm 61,78,SB
ROW	Right of Way	4	Any	Excl Phase 46 and 47
RRU	Railroad & Utilities	Any	6,7	Excl Phase Group 1 and 2
MSC	Miscellaneous	Other	Other	

Component Descriptions

Component Description	Trans System	Phase Group	Phase Type	Budget Dist
Highways	01,03-07,16	Any	Any	Any
Turnpike	02	Any	Any	Any
Fixed Capital Outlay	12	Any	Any	Any
Research & Testing	Any	B	Any	Any
Transportation Planning	13	1	Any	Any
Maintenance	Any	7	Any	Any
F, L and PO	08-11,15	Any	Any	Any
Transportation Disadvantaged	14	Any	Any	Any
Florida Rail Enterprise	Any	any	Any	31
Miscellaneous	Any Other	Other	Other	Any

System Group Descriptions

System Group	Trans System	Program	Exceptions
Interstate	01	Any	Excl pgm 90
State Highways	03,04,05	Any	Excl pgm 90
Local Roads	06,07	Any	Excl pgm 90
Intermodal	08-11,15	Any	Excl pgm 90
High Speed Rail Development	Any	90	
Other	Any Other	Other	Excl pgm 90

EXHIBIT 2

New Tentative Work Program Projects Fiscal Years 2018-19 to 2022-23

Work Description	Number	Location	Five-Year Timetable		
			Planning	Operations/ Construction	Funding
Aviation					
Inline Baggage System Installation	4420461	Gainesville Regional Airport	-	2019-22	\$4,900,000
Bicycle/Pedestrian					
Sidewalk - Transportation Alternatives	4412181	SW 20th Avenue -SW 43rd Street to SW 34th Street	2018-19	2020-21	\$541,000
Interstate/Interchange					
Add Managed Lanes (Planning Study)	2113656	I-75 - Williston Road to NW 39th Avenue	2021-22	-	\$1,000,000
Interchange - Add lanes*	4400651	I-75 at Archer Road	-	2018-19	\$7,942,000
Landscaping					
Landscaping	4395271	SW 16th Avenue - Archer Road to SW 13th Street	2018-19	2019-20	\$252,000
Railroad					
No Railroad Projects	-	-	-	-	-
Roadway					
Resurfacing	4361751	US 441 - Marion County Line to Williston Road	2018-21	2020-21	\$18,475,000
Traffic Signal Update	4373771	SW 16th Avenue at SW 10th Terrace	2018-19	2022-23	\$606,000
	4343961	Archer Road at SW 23rd Terrace	2018-19	2022-23	\$846,000
	4358911	Archer Road at SW 13th Street	2021-22	-	\$550,000
Traffic Operations Modification	4407481	SW 62nd Boulevard 4-Lane Arterial Connector	-	2021-22	\$17,607,000
Transit					
Transit Service Demonstration	4330761	Gainesville Metropolitan Area	-	2018-19	\$973,000
Total New Project Funding					\$53,692,000

* Funding includes utilities




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

October 4, 2017

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Alternatives Program - 2018 Applications

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the resubmission of the Archer Road (State Road 24) Midblock Crosswalk project Transportation Alternatives Program application that was prepared by the City of Gainesville.

BACKGROUND

The Florida Department of Transportation has set a December 1, 2017 deadline for submission of applications for Transportation Alternatives Program funding. Exhibit 1 shows the priority list for transportation alternatives projects. This list was approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on June 5, 2017. Exhibit 2 includes the Florida Department of Transportation Transportation Alternatives Program application notice.

EXHIBIT 1

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects Fiscal Years 2018-19 to 2022-23

A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School State Highway System and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program.

**Table 1
Bicycle/Pedestrian Priorities
Fiscal Years 2018-19 to 2022-23
(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
Safe Routes to School Funds			
1-SR	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
2-SR	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
3-SR	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
4-SR	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
State Highway System Funds			
1-SH	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
2-SH	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
3-SH	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
4-SH	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
5-SH	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
6-SH	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
7-SH	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
8-SH	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street; 2. Conduct a speed zone study between NW 59th Street and NW 40th Drive; 3. Prioritize this project for State Highway System funding; and 4. Provide information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project [36,500 AADT]

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2018-19 to 2022-23
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
SUNTrail Funds			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
2-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
3-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
4-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Number	Project	Location	Description
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	SW 20th Avenue	FM: SW 43 Street TO: SW 34 Street [SR 121]	Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings
3-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming in the corridor. [22,500 AADT]
4-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East;
FM = From; NW = Northwest; RTS = Regional Transit System; SR- State Road; SW = Southwest;
UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee and Bicycle/Pedestrian Advisory Board.

Illustration II
Bicycle/Pedestrian Priorities
Fiscal Years 2018-19 to 2022-23

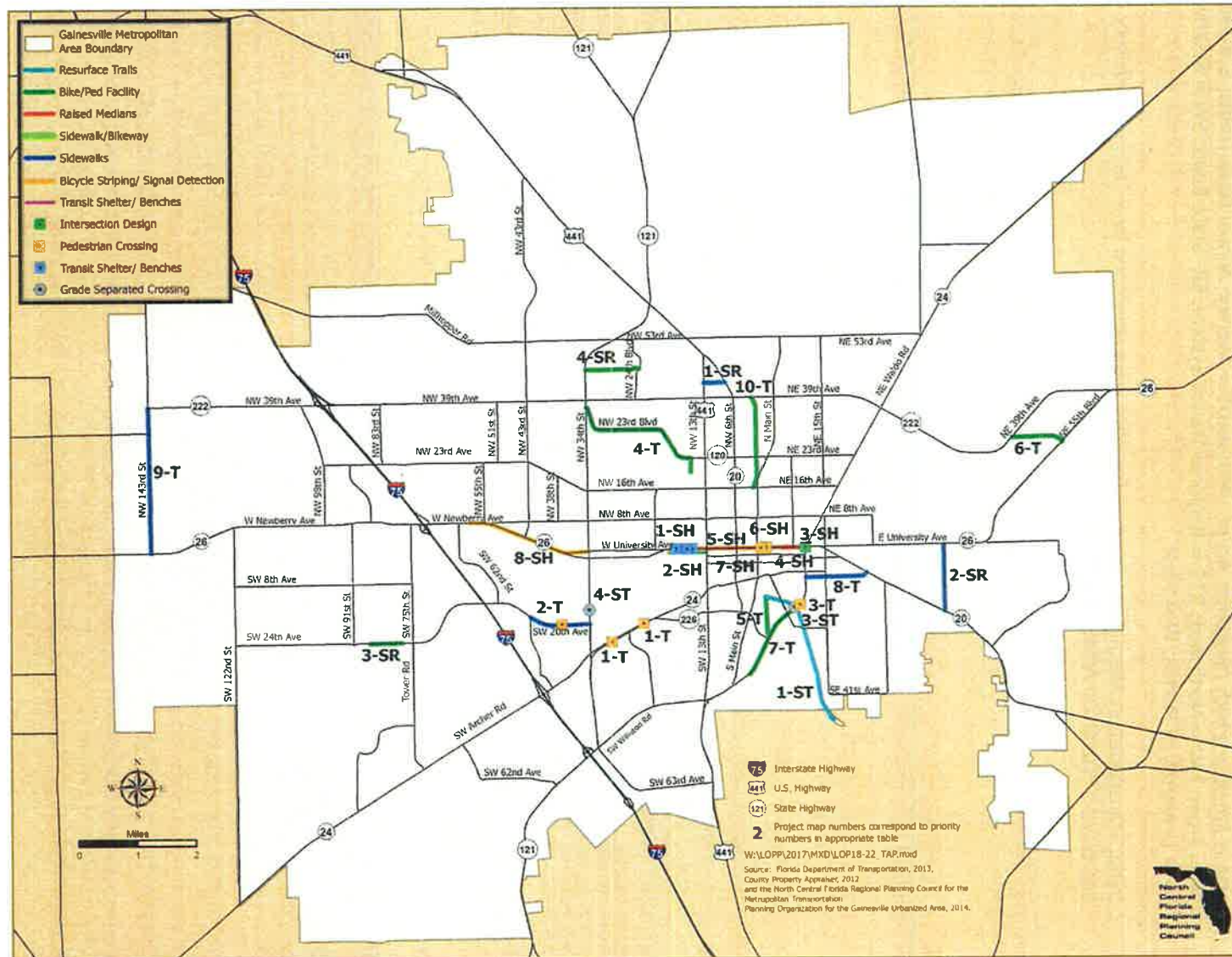


EXHIBIT 2



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

September 5, 2017

Gainesville MTPO: Sent via e-mail

Dear Mr. Koons,

The Florida Department of Transportation is soliciting project applications for the Transportation Alternatives Program for the Work Program cycle for Fiscal Year 2024. The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. The Transportation Alternatives Program replaces the Transportation Enhancement Program of prior years. The application form is attached.

Eligible Projects: The following types of projects are eligible for Transportation Alternatives funding:

- Provision of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, or transportation projects to achieve compliance with the Americans with Disabilities Act.
- The provision of safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation structures.
- Vegetation management in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Environmental mitigation activity to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The Safe Routes to School Program – A separate application form must be filled out and included with the Transportation Alternatives application. Because of the extensive nature of the Safe Routes to School application, an additional year may be needed before a Safe Routes to School project can be programmed.

The Department receives an annual allocation of approximately \$5,000,000 in Transportation Alternatives funds per year to be disbursed among the 18 counties that make up District Two. In this solicitation cycle, the Department is asking for a **maximum of two (2) projects in addition to any Safe Routes to School project applications** to be submitted within the Gainesville Metropolitan Transportation Planning Organization (MTPO) boundary. Please prioritize these projects when submitted. The Department will also send a separate solicitation letter to Alachua County requesting a maximum of two (2) projects outside the MTPO boundary.

For Alachua County, the following Transportation Alternatives Projects are already in the tentative FY 2018 - FY2023 work program and do NOT need a new application (this list includes projects inside and outside the MTPO boundary):

• 4333572	Sidewalk	SW 170 th St from S. of SW 147 th Ave to SW 128 th Pl
• 4339881	Sidewalk	Melrose, SR 26 from Santa Fe Park to End of Existing Sidewalk
• 4339891	Bike Path/Trail	SW 27 th Street from Williston Road to SW 35 th Place
• 4339901	Bike Path/Trail	Poe Springs Road from Poe Springs to US 27/Main St.
• 4355591	Bike Path/Trail	Norton Elementary School Trail (NW 39 th Ave to NW 45 th Ave)
• 4373331	Bike Lanes/Sidewalk	NW 19 th Lane from NW 16 th Terr to US 441/NW 13 th St (Cycle Track)

Please note the following:

- Projects off the State Highway System must be performed by the Local Agency via a Local Agency Program (LAP) agreement.
- Projects that were applied for in a previous year, but were not programmed, will need to be requested again if the project is still desired.
- If ALL the Right-of-Way necessary to construct the project is not currently in public ownership, please do not submit an application until you speak with us.
- The "Certification of Project Sponsor" on the last page of the application must be filled out and signed before a project will be programmed.

Once an application is received it will be evaluated for constructability, financial feasibility, and prioritized. If the project is programmed the local agency will be notified that the project will be added to the Tentative 5-Year Work Program. If the project is not programmed but remains a priority with the local agency, then the project will need to be requested in the next solicitation cycle.

Please submit separate projects on separate application forms. Submit completed applications to me no later than **December 1, 2017**. The application may be sent by email or regular mail at the address below.

If you have any questions or comments or need further clarification, please call me at (386) 961-7878 or (800) 749-2967, Extension 7878.

Sincerely,



Barney Bennette
Transportation Planning Manager
Florida Department of Transportation, District 2
1109 S. Marion Avenue
Mail Station 2007
Lake City, FL 32025-5874
email: barney.bennette@dot.state.fl.us.



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION

District 2
February 2019

APPLICANT INFORMATION

Date:

PROJECT SPONSOR:

CONTACT PERSON:

TITLE:

ADDRESS:

ZIP:

FAX:

PHONE:

EMAIL:

PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS:

☐ Currently LAP Certified
(Year of Certification:)

☐ Not LAP Certified

☐ Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.:

PROJECT TITLE:

PROJECT LOCATION:

PROJECT LENGTH:

TERMINI:

BRIEF PROJECT DESCRIPTION:

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

- ☐ Transportation Alternative, defined in 23 USC 101
- ☐ Recreational Trail, defined in 23 USC 206
- ☐ Safe Routes to School, defined in 23 USC 402 note, Public Law 109-59
(Safe Routes to School Application **must** accompany this application)
- ☐ Roadway construction within former interstate routes or other divided highways

QUALIFYING ACTIVITIES

Check the Transportation Alternative activity that the proposed project will address. Please check one activity that represents the majority of the work proposed. (Note: Checking more activities does not ensure or increase eligibility.) Eligible activities must be consistent with details described under 23 U.S.C. 101(a)(29) and 213(b).

- ☐ Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- ☐ Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- ☐ Construction of turnouts, overlooks, and viewing areas
- ☐ Community improvement activities, which include but are not limited to:
 - ☐ Inventory, control, or removal of outdoor advertising
 - ☐ Historic preservation and rehabilitation of historic transportation facilities
 - ☐ Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - ☐ Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- ☐ Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - ☐ address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - ☐ reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- ☐ The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: ***(A Safe Routes to School application must accompany this application.)***
 - ☐ infrastructure-related projects
 - ☐ Noninfrastructure-related projects
 - ☐ Safe Routes to School Coordinator
- ☐ Planning, designing, and constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

PROJECT DESCRIPTION

Roadway Name and/or Number:

(A location map with aerial view must be attached)

☐ **On-System Project**
(State Roadway)

☐ **Off-System Project**
(Local Roadway)

Project Termini- Begin:

End:

Project Length:

Scope of Work *(Attach conceptual plans if available):*

Summarize any special characteristics of the project *(Provide Typical Section drawings and describe the typical section here.):*

Describe existing right-of-way ownerships along the project *(Describe when the right-of-way was obtained and how ownership is documented, i.e., plats, deeds, prescriptions, easements):*

Is right-of-way acquisition proposed? If Yes, describe proposed acquisition including expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way.

☐ **Yes**

☐ **No**

Provide any additional project specific information that should be considered.

PROJECT IMPLEMENTATION INFORMATION

Project phases included in funding request:

- ☐ Planning Activities
- ☐ Project Development & Environment Study
- ☐ Preliminary Engineering/Final Design Plans
- ☐ Construction
- ☐ Construction Engineering & Inspection

Describe any project work phases that are currently underway or have been completed.

Describe the proposed method of performing and administering each work phase of the project. (If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the entity must be certified to administer Federal Aid project in accordance with the Department Local Agency Program (LAP) Manual (Topic No. 525-010-300).)

Refer to Chapter 18 of the LAP Manual requirements regarding use of consultants.

Planning	PD&E	Design	R/W Acquisition	Construction
<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff
<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> FDOT	<input type="checkbox"/> Applicant's CEI
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT		<input type="checkbox"/> FDOT

Have any public information, or community, meetings been held? ☐ Yes ☐ No

Describe public, and private, support for the project. (Examples: petitions, written endorsements, resolutions, etc.)

Explain the proposed ownership and maintenance responsibilities for the project when complete?

Are matching funds being applied to the project? If so, explain any limitations to those funds. ☐ Yes ☐ No

Provide any additional implementation information that should be considered.

PROJECT COST ESTIMATE

Below, provide a summary of the estimated cost for the work being proposed. *(A detailed project cost estimate must be attached to this application.)*

Planning Activities	_____
Project Development & Environment Study	_____
Preliminary Engineering / Final Design Plans	_____
Construction	_____
Construction Engineering & Inspection Activities	_____
Other (Describe) _____	_____
Total Estimated Cost	\$ 0

PROJECT FUNDING

TA FUNDS	<u>LOCAL FUNDS</u>	<u>TOTAL</u>
		\$ 0
<u>TA FUND %</u>	<u>LOCAL FUND %</u>	<u>TOTAL</u>
0%	0%	0%

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by _____ (sponsoring entity) and that said entity will: (1)provide any required funding match; (2)enter into a maintenance agreement with the Florida Department of Transportation, as necessary; (3)comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4)comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction; and (5)support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and that _____ (sponsoring entity) will follow through on the project once programmed in the Florida Department of Transportation's Work Program.

Signature

Print Name

Title

Date

FOR FDOT USE ONLY

Application Complete	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Project Eligible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Implementation Feasible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Include in Work Program	<input type="checkbox"/> Yes	<input type="checkbox"/> No

**XI**

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 6, 2017

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

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

SUBJECT: Safe Routes to School Program - 2018 Applications

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization reaffirm support for the following three Safe Routes to School applications:

- **Priority 1 - City of Gainesville Safe Routes to School application for the NW 42nd Avenue bicycle/pedestrian facility project;**
- **Priority 2 - Alachua County Safe Routes to School application for the SE 43rd Street Sidewalk Gap project; and**
- **Priority 3 - Alachua County Safe Routes to School application for the SW 24th Avenue Sidewalk project.**

BACKGROUND

At its December 5, 2016 meeting, the Metropolitan Transportation Planning Organization approved the following motion:

To support the following three Safe Routes to School applications:

- *Priority 1 - City of Gainesville Safe Routes to School application for the NW 42nd Avenue bicycle/pedestrian facility project;*
- *Priority 2 - Alachua County Safe Routes to School application for the SE 43rd Street Sidewalk Gap project; and*
- *Priority 3 - Alachua County Safe Routes to School application for the SW 24th Avenue Sidewalk project.*

Information provided by Florida Department of Transportation District 2 staff indicates that none of the applications submitted last year were awarded.

The deadline for applying for these funds is December 31, 2017.

t:\scott\sk18\mntpo\memo\sr2s_application_2017_nw_42_se43_sw24comm.docx



E-Updates | FL511 | Mobile | Site Map

Search FDOT...


[Home](#) | [About FDOT](#) | [Contact Us](#) | [Maps & Data](#) | [Offices](#) | [Performance](#) | [Projects](#)

State Safety Office

State Safety Office / Programs

Safe Routes to Schools (SRTS)



What is Safe Routes to School?

Safe Routes to School is a growing movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers currently preventing them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure and a lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.


[Florida SRTS Strategic Plan Need You](#)
[REDI Community Free Technical Assistance](#)
[SRTS Writing A Competitive Application Workshop](#)
[August Newsletter](#)

Starting Your Program

[Florida Contacts](#)
[Funding](#)
[Guidelines](#)
[Lessons and Curricula](#)
[Walking School Bus](#)
[Resources](#)
[Important Dates to Remember](#)
September 1

Call for Application

December 29

Application Due

Safe Routes in Florida

Walking or biking to school gives children a sense of freedom and responsibility, allows them to enjoy the fresh air and provides opportunities to get to know their neighborhood while arriving at school alert, refreshed and ready to start their day. Communities and community-based organizations are devoting increased attention to pedestrian and bicycle safety issues in an effort to improve the conditions for walking or biking to school.

Florida's Safe Routes to School (SRTS) program can help communities address their school transportation needs and encourage more students to walk or cycle to school. It strives to enable and encourage children in grades Kindergarten through High School, including those with disabilities, to walk and bike to school; to make walking and biking to school safer and more appealing, and to facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption, and improve air quality in the vicinity of schools. In addition to encouraging more children to walk or cycle to school, the program also seeks to address the safety needs of children already walking or biking in less than ideal conditions.

A successful program integrates safety, traffic relief, health, environmental awareness and physical activity and fitness under one program. The program encompasses routes and techniques used to encourage children to walk or cycle to or from school. We encourage schools, local transportation officials and other qualified groups to cooperate and apply to meet some of the identified needs, while they address other identified needs locally or through other methods.

[Contact Us](#) [Employment](#) [MyFlorida.com](#) [Performance](#) [Statement of Agency](#) [Web Policies & Notices](#)



© 1996 - 2017 Florida Department of Transportation

Florida Department of Transportation
Innovative, Efficient and Exceptional





Florida's Safe Routes to School Infrastructure Application

Call for Applications

Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Florida's Safe Routes to School Program. The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County:	City:	
School Name:	Congressional District:	
Type:	Elementary: <input type="checkbox"/>	Middle: <input type="checkbox"/> High: <input type="checkbox"/>
Check below which of the required agencies or organizations is the Applicant:		
School Board: <input type="checkbox"/>	Private School: <input type="checkbox"/>	Maintaining Agency: <input type="checkbox"/>
Name of Applicant Agency/Organization:		
Contact Person:	Title:	
Mailing Address:		
City:	State: FLORIDA	Zip:
Daytime Phone:	E-mail:	
Signature:	Date:	
Typed name:	Title:	
Signature of School Board or school representative mandatory when different from applicant:		
Signature:	Date:	
Typed name:	Title:	
Check below which of the required agencies is the Maintaining Agency:		
City: <input type="checkbox"/>	County: <input type="checkbox"/>	Florida Department of Transportation: <input type="checkbox"/> District:
Name of Maintaining Agency:	DUNS Number:	
Contact Person:	Title:	
Mailing Address:		
Daytime Phone:	E-mail:	
City:	State: FLORIDA	Zip:
Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.		
Signature:	Date:	
Typed name:	Title:	
Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:		
Name of MPO:		
Contact Person:	Title:	
Mailing Address:		
City:	State: FLORIDA	Zip:
Daytime Phone:	E-mail:	
Signature:	Date:	
Typed name:	Title:	

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1. Has a school-based SRTS Committee (including school representation) been formed? ☐ Yes ☐ No
 A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☐ Yes ☐ No
 A3. Public notification of SRTS meeting? ☐ Yes ☐ No

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☐ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☐ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☐ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic control devices included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☐ No

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past:

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past:

2B. Future:

3. Encouragement

3A. Past:

3B. Future:

4. Enforcement

4A. Past:

4B. Future:

5. Evaluation

5A. Past:

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No

If Yes:

- Explain more about the number of students affected:
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☐ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project:

D. Write a brief history of the neighborhood traffic issues as background for the proposed project:

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project? For instance, is there a population of students near the school from a culture which traditionally walks a lot?

F. Provide the percent of free or reduced lunch program at the affected school:

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- a. Number of students currently walking to school:
- b. Number of students currently biking to school:
- c. Total currently walking or biking to school (add a & b)
- d. Number of students in this school:
- e. Percent of students in school currently walking or biking to school: (c divided by d):

2. Route Data:

- a. Number of students from the affected schools living along the proposed route:
- b. Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☐ *Estimates: ☐
- c. Number of students currently walking or biking along this route:
- d. Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☐

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. SIDEWALK, BIKE LANE, PAVED SHOULDER, OR SHARED USE PATH

☐ Continuation of Existing Sidewalk

☐ New Sidewalk

☐ Continuation of Existing Bike Lane

☐ New Bike Lane (includes re-striping or reconstruction)

☐ Continuation of Paved Shoulder

☐ New Paved Shoulder

☐ Continuation of Shared Use Path

☐ New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc.

Request #1:

Request #2:

See Attachment for additional project sites: ☐

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices (Proceed to E)

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☐ We need marked crosswalks

☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:

Operating Speed:

AADT:

St 2: Posted Speed Limit:

Operating Speed:

AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtml>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtml

Construction Cost	
Maintenance of Traffic (MOT)	
Mobilization	
Subtotal	
Contingency (Locally Funded)	
Total Construction Cost	
Professional Engineering Design	
Construction Engineering and Inspection	
GRAND TOTAL	

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. ☐ Color project map showing school location
- B. ☐ Map showing existing conditions
- C. ☐ Map showing proposed improvements
- D. ☐ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☐ Student Tally Results
- H. ☐ Letters of support
- I. ☐ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☐ Documentation if Hazardous Walking Condition

ADDITIONAL:

- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☐ Crash Data
- M. ☐ Color Digital photos showing existing conditions

**XII**

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

October 4, 2017

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: North I-75 Master Plan Summary Report

STAFF RECOMMENDATION

NO ACTION REQUIRED

BACKGROUND

The Florida Department of Transportation has completed its update of the North I-75 Master Plan and has released a summary report. Exhibit 1 is the transmittal email. Exhibit 2 is a copy of the North I-75 Master Plan Summary Report. According to Florida Department of Transportation staff, the next steps include the:

1. Implementation of short-term improvements along the I-75 before ultimate improvements are constructed;
2. Initiation of next project phases for the critical segments of I-75;
3. Completion of the ongoing rail feasibility study to analyze the need for passenger service from Tampa to Jacksonville; and
4. Evaluation of new multimodal and multiuse corridors in future studies.

Attachment

From: Shen, Huiwei [Huiwei.Shen@dot.state.fl.us]
Sent: Monday, September 18, 2017 2:33 PM
To: Scott Koons
Cc: Overton, Maria; Reichert, Mark; Mike Escalante
Subject: North I-75 Master Plan Summary Report
Attachments: North I-75 Master Plan Summary Report - FINAL.pdf

Dear Scott,

The North I-75 Master Plan was initiated after the I-75 Relief Task Force process to address certain Task Force recommendations. The main goals of the Master Plan are to develop recommendations regarding strategies for immediately optimizing existing transportation corridors; and to evaluate potential enhancements to, or transformation of existing corridors.

During the Master Plan process, FDOT evaluated I-75 and the parallel corridors as a system and determined their ability to accommodate current and future traffic growth. Short-term and long-term capacity improvements are needed to the I-75 corridor to accommodate additional projected growth in freight, visitor, and local commuter traffic and to enhance public safety and emergency evacuation. The parallel corridors studied during the Master Plan process (US 41, US 441, and US 301) are very limited in their current and future ability to serve as efficient diversion routes and would not be effective relievers. The findings and recommendations of the North I-75 Master Plan have been outlined in the attached Summary Report.

The next steps of this project are a priority and FDOT will continue focus on relieving congestion along the I-75 corridor. These next steps are:

1. Implement short term improvements along the I-75 before ultimate improvements are constructed;
2. Initiate next project phases for the critical segments of I-75;
3. Complete the ongoing rail feasibility study to analyze the need for passenger service from Tampa to Jacksonville; and
4. Evaluate new multimodal and multiuse corridors in future studies.

Thank you for your input and collaboration throughout the I-75 Relief Task Force and the North I-75 Master Plan process. If you have any questions or comments, please do not hesitate to contact me at 850-414-4911 or email me at huiwei.shen@dot.state.fl.us.

Huiwei

Huiwei Shen

Manager, Systems Implementation Office

850.414.4911 (Office) / 850.694.8634 (Mobile)

huiwei.shen@dot.state.fl.us

Florida DOT – Systems Implementation Office

605 Suwannee Street, MS 19

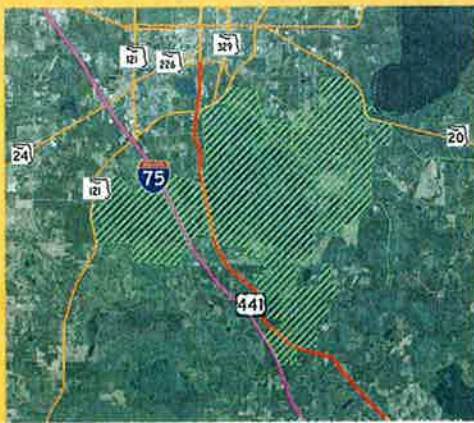
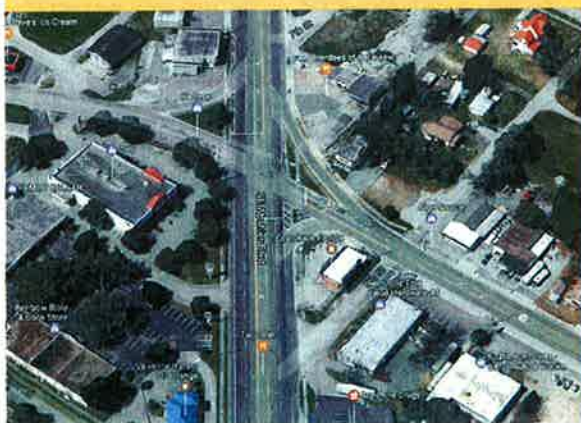
Tallahassee, Florida 32399



NORTH I-75 MASTER PLAN Summary Report

Financial Project ID: 191985-2-12-01

August 2017



NORTH I-75 MASTER PLAN Summary Report

Interstate 75 (SR 93)

**From the Florida's Turnpike Interchange
to the I-10 Interchange**

**Alachua, Bradford, Clay, Citrus, Columbia, Duval, Levy,
Marion, and Sumter Counties, Florida**

Financial Project ID: 191985-2-12-01



June 2017

Updated August 2017

TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	1
2	PROJECT BACKGROUND & PURPOSE.....	2
2.1	Background	2
2.2	I-75 Relief Task Force Recommendations.....	2
3	STUDY AREA CORRIDORS.....	4
3.1	Study Area	4
4	STUDY METHODOLOGY & PUBLIC INVOLVEMENT	6
5	EXISTING AND FUTURE I-75 TRANSPORTATION	7
5.1	Recurring and Non-Recurring Congestion.....	7
5.1.1	Recurring Congestion	7
5.1.2	Non-Recurring Congestion.....	7
5.2	Roadway Geometry.....	8
5.3	I-75 Existing/Future Traffic and Level of Service	8
6	EXISTING AND FUTURE PARALLEL CORRIDORS	9
6.1	Existing and Future Traffic and Level of Service on US 41, US 441, and US 301	10
7	STUDY CORRIDOR CONSTRAINTS	12
7.1	Social Constraints	12
7.2	Natural Constraints.....	13
7.3	Cultural Constraints	13
8	I-75 CAPACITY IMPROVEMENT OPTIONS.....	14
8.1	I-75 Short-Term Improvements	14
8.2	I-75 Ultimate Improvements	14
8.3	Rail Feasibility Study.....	15
9	SUMMARY AND CONCLUSION.....	15
9.1	Next Steps.....	16

1 EXECUTIVE SUMMARY

Interstate 75 (I-75) is part of the Strategic Intermodal System (SIS) and a major interstate highway supporting tourism, economic development, emergency management, and mobility of people and goods. The I-75 corridor from Florida's Turnpike to I-10 exhibits unique characteristics in that its traffic congestion occurs due to both recurring congestion (traffic bottlenecks) and non-recurring congestion (incidents, seasonal and special events, and weather). The combination of recurring and non-recurring congestion is contributing to unsatisfactory traffic operations witnessed in both the existing and future conditions on I-75.

- Improvements are needed to the I-75 corridor to accommodate additional projected growth in freight, visitor, and local commuter traffic and to enhance public safety and emergency evacuation.
- Alternative parallel corridors (US 41, US 441, and US 301) would require significant improvements in urban areas to serve as reliever routes to I-75. These improvements would have significant impacts to the social, cultural, physical, and natural environment and would require changes to local government Comprehensive Plans.
- A series of short-term improvements to enhance safety, improve operations, and extend the life of the I-75 corridor should be evaluated and implemented within the next 2-5 years. Some examples of short-term improvements include signal coordination, fiber interconnection, Road Ranger's service patrol, and enhanced regional transportation management center operations.
- Given the importance of I-75 to freight, tourism, mobility of people and goods, and emergency evacuation in the state of Florida, the Florida Department of Transportation (FDOT) should immediately begin planning studies to determine long-term improvements such as addition of General Use Lanes or Express Lanes. However, the widening of I-75 alone does not address the issue of non-recurring congestion and the long-term corridor travel demand.
- This Master Plan focused only on existing facilities and determined these existing facilities (I-75, US 41, US 441, and US 301) cannot accommodate the recurring and non-recurring congestion. Capacity improvements to these corridors will have significant social, cultural, physical, and natural environment impacts. It is FDOT's mission and goal to evaluate the state's long-term mobility needs and maintain acceptable operations and safety standards. New multimodal and multiuse corridors were recommendations of the I-75 Relief Task Force and should be evaluated in other future studies.

2 PROJECT BACKGROUND & PURPOSE

2.1 Background

In October 2015, FDOT Secretary Jim Boxold established the I-75 Relief Task Force for the purpose of providing consensus recommendations on maximizing existing and developing new high-capacity transportation corridors to serve the Tampa Bay to Northeast Florida study area, with initial emphasis on the area along and to the west of I-75. The Task Force included 21 members representing state agencies, local governments, regional planning councils, environmental organizations, businesses, economic development interests, and the public.

2.2 I-75 Relief Task Force Recommendations

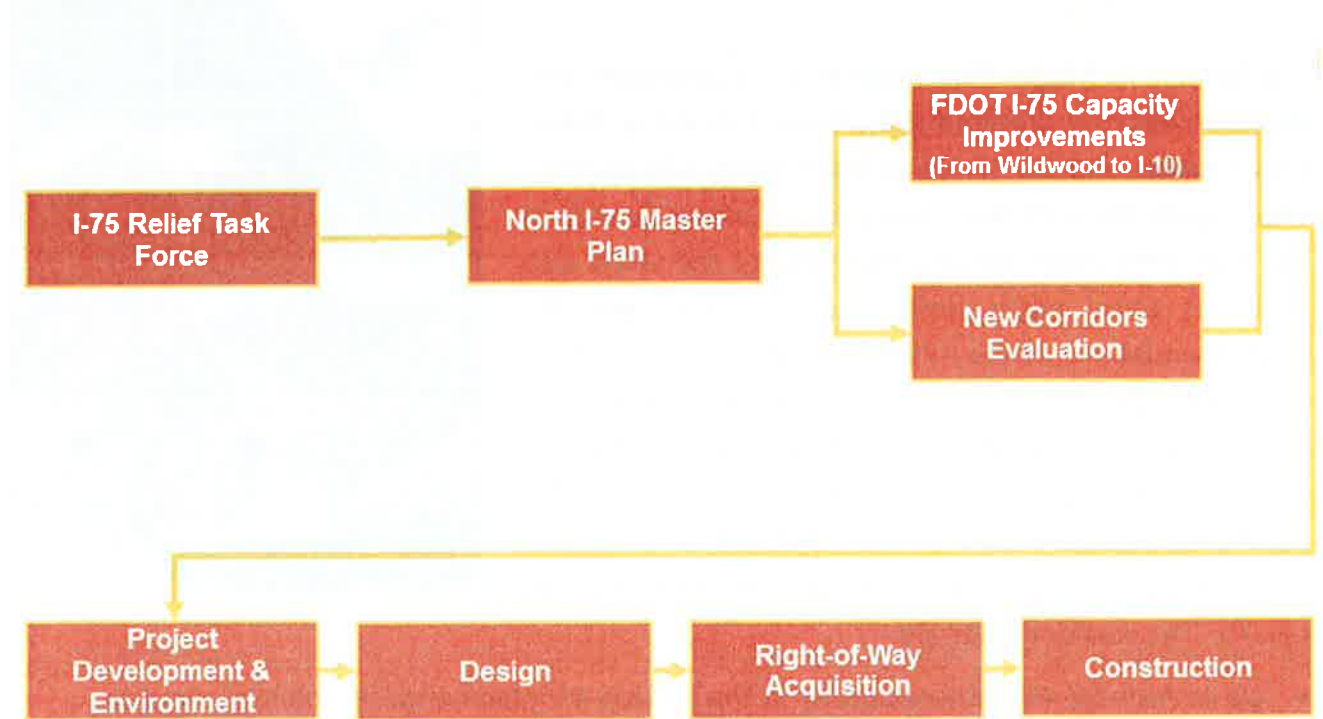
The Task Force focused on mobility needs along I-75 in six counties (Alachua, Citrus, Hernando, Levy, Marion, and Sumter). The Task Force met seven times at various locations between December 2015 and August 2016 and recommended a range of options. These recommendations include:

1. Optimize existing transportation corridors;
2. Evaluate potential enhancements to, or transformation of, existing transportation corridors; and
3. Evaluate potential areas of opportunity for new multimodal, multipurpose corridors after evaluation of enhancements to I-75 and other I-75 connector roads, and determination of need.

To better evaluate the need for I-75 improvements, the Task Force recommendations included evaluation of potential capacity and connectivity enhancements on major north-south corridors parallel to I-75, including the US 41 and US 301 corridors, to analyze their ability to provide traffic relief to I-75.

Based on the Task Force Recommendations, the North I-75 Master Plan study was initiated to evaluate I-75 and the parallel corridors as a system and determine their ability to accommodate the future congestion. This Master Plan focused only on existing facilities of I-75, US 41, US 441, and US 301. A new corridor evaluation was outside the scope of this study. It is FDOT's mission and goal to evaluate the state's long-term mobility needs to maintain acceptable operational and safety standards. New multimodal and multiuse corridors were recommendations of the I-75 Relief Task Force and should be evaluated in future studies.

The flow chart below shows the origination of this Master Plan and the next steps in the overall Transportation Planning Process.



The North I-75 Master Plan Study area and methodology are presented in the next sections.

3 STUDY AREA CORRIDORS

3.1 Study Area

The North I-75 Master Plan study area encompasses nine counties: Alachua, Bradford, Clay, Citrus, Columbia, Duval, Levy, Marion, and Sumter. In addition to the I-75 corridor, which spans from Florida's Turnpike in Sumter County to the I-10 interchange in Columbia County, the study also evaluates three major north-south corridors per the recommendations of the I-75 Relief Task Force. The Task Force initially focused on a six-county study area but it was later expanded to nine counties in this Master Plan to include I-75 and the adjacent parallel corridors. The parallel corridors are US 41, which is located to the west of I-75, and US 441 and US 301, which are located to the east of I-75. The corridor limits are:

- US 41 from SR 44 in Citrus County to the I-75/US 41 interchange in Columbia County;
- US 441 from the City of Belleview in Marion County to the I-75/US 441 interchange in Alachua County. US 441 was not recommended by the Relief Task Force but was added to this Master Plan as it runs parallel to I-75 and can serve as a potential alternate route; and
- US 301 from the Florida's Turnpike/US 301 interchange in Sumter County to the I-10/US 301 interchange in Duval County.

The parallel corridor limits were determined based on feasible diversion locations available from I-75 to the parallel corridors. The limits were also presented to Planning staff of the Counties.

A map illustrating the study corridors is shown in **Figure 1** on the following page.

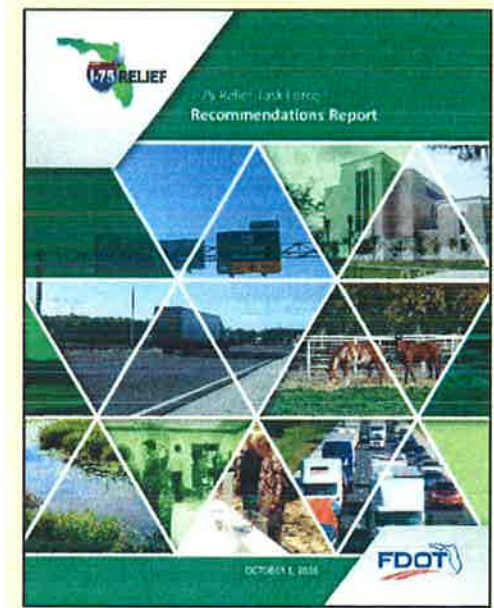
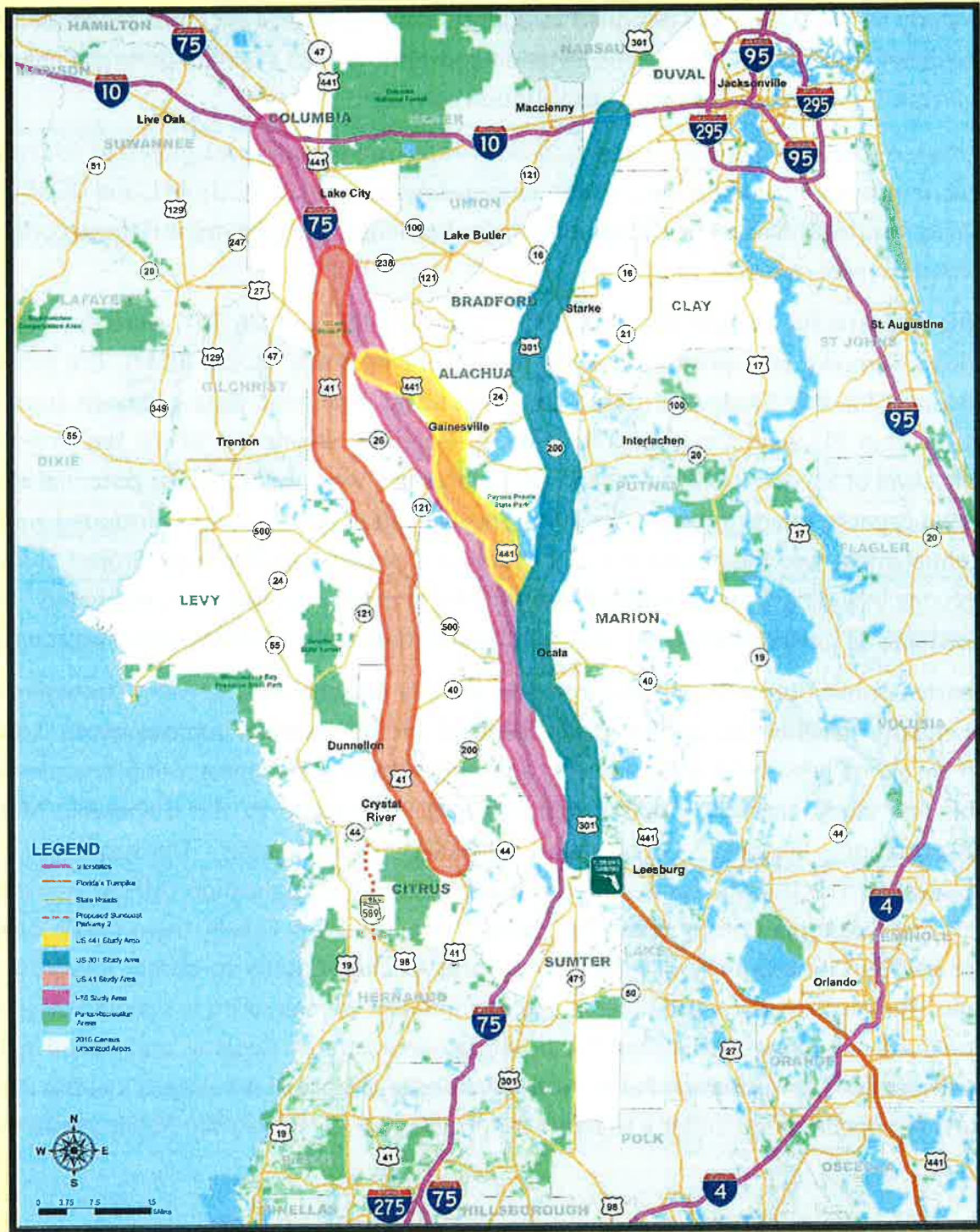


Figure 1 – Study Corridors



4 STUDY METHODOLOGY & PUBLIC INVOLVEMENT

The study methodology was designed to address the I-75 Relief Task Force recommendations to immediately optimize existing transportation corridors; and to evaluate potential enhancements to, or transformation of, existing transportation corridors.

For the I-75 corridor, short-term and long-term improvements were evaluated to address capacity needs, improve traffic operations, and enhance safety. For the US 41, US 441, and US 301 corridors, capacity improvements were evaluated at major bottlenecks to determine if these corridors could function as relief corridors to I-75.

Traffic forecasts for all four corridors (I-75, US 41, US 441, and US 301) were developed by the Florida's Turnpike Enterprise (FTE) using the I-75 Relief Study Model (RSM). The I-75 RSM was developed for this Study and based on latest socio economic data obtained from the local Metropolitan Planning Organizations (MPOs). Roadway segments, where the projected 2040 traffic Level of Service (LOS) exceeded FDOT standards, were evaluated for potential widening to address capacity needs through year 2040. The evaluation of the corridors included an analysis of potential impacts to the natural, social, cultural, and physical environment. Project costs covering all phases including Design, Right-of-Way (ROW), and Construction were estimated. Finally, the consistency of potential improvements with appropriate comprehensive plans was considered.

Extensive public outreach was performed to identify stakeholders, develop strategies to inform and engage stakeholders, and to obtain feedback on the potential improvements. Local agency staff meetings were held with planning and engineering staff representing counties and cities within the study area. In addition, presentations were made to the Gainesville Metropolitan Transportation Planning Organization (MTPO), Ocala/Marion Transportation Planning Organization (TPO), Lake-Sumter Metropolitan Planning Organization (MPO), Hernando/Citrus MPO, and Columbia County Board of County Commissioners. Finally, three public open houses were held in Citrus County, Marion County, and Alachua County to obtain input on the study results. The location, date, and times of the open houses were emailed to stakeholders, advertised in four local newspapers, published in the Florida Administrative Register, and placed in the Florida Department of Transportation Public Notices' Website. Details of the project's public involvement efforts are documented under a separate report, *North I-75 Master Plan Public Involvement Plan*.

5 EXISTING AND FUTURE I-75 TRANSPORTATION

Vehicular traffic and congestion occurs on roadways when LOS failures occur leading to bottlenecks. The I-75 Corridor is a unique corridor because its LOS failures occur due to both recurring and non-recurring congestion. The traffic spikes during holidays, special events, and frequent lane closures make up the majority of LOS failures. The LOS failures analyzed occur presently due primarily to non-recurring congestion and it is anticipated that LOS failures will also occur in the next 10 to 12 years due to recurring congestion.

5.1 Recurring and Non-Recurring Congestion

5.1.1 Recurring Congestion

Recurring congestion is caused by increased traffic volumes and bottlenecks created during the peak hour commute as residents travel to work in the morning and return home in the evening. Bottlenecks cause about 20 percent of the congestion on I-75.

5.1.2 Non-Recurring Congestion

Non-recurring congestion accounts for about 80 percent of the total congestion on I-75 (as shown in Figure 2 below) and significantly affects driving conditions. There are four major factors that contribute to non-recurring congestion:

1. Special Events and Seasonal Traffic: Sporting events such as football games, spring break, summer, and holidays such as Labor Day, Thanksgiving, and Christmas account for approximately 30 percent of the congestion on I-75;
2. Incidents: Lane closing traffic incidents which cause significant congestion issues account for approximately 21 percent of the congestion on I-75. On average, more than 500 incidents a year cause all lanes to be closed on I-75 within the study area, once every 9 days;
3. Work Zones: Construction and maintenance work zones account for approximately 14 percent of the congestion on I-75; and
4. Weather: Rain was identified as the leading weather-related driving hazard and accounts for 15 percent of the congestion on I-75.

Figure 2 illustrates how I-75 is affected by recurring and non-recurring congestion.

5.2 Roadway Geometry

The I-75 corridor is a six-lane divided limited access freeway from Florida's Turnpike in Sumter County to I-10 in Columbia County. The posted speed limit is 70 miles per hour (mph) and there are no sidewalks or bicycle lanes located along the corridor. A typical section of I-75 near US 41 in Columbia County is shown below in **Figure 3**.

Figure 2 – Congestion Effects on I-75

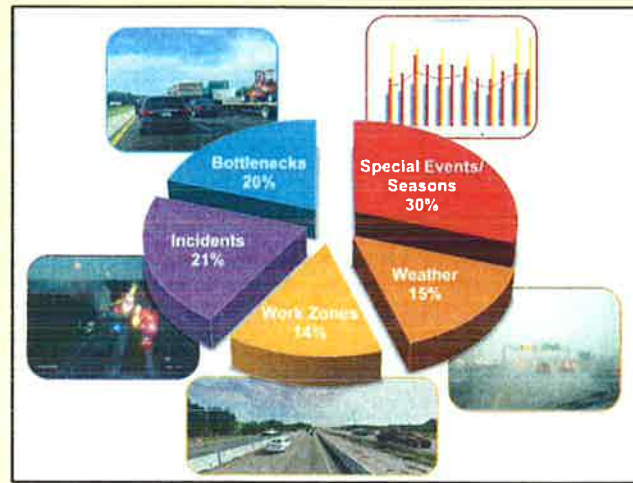
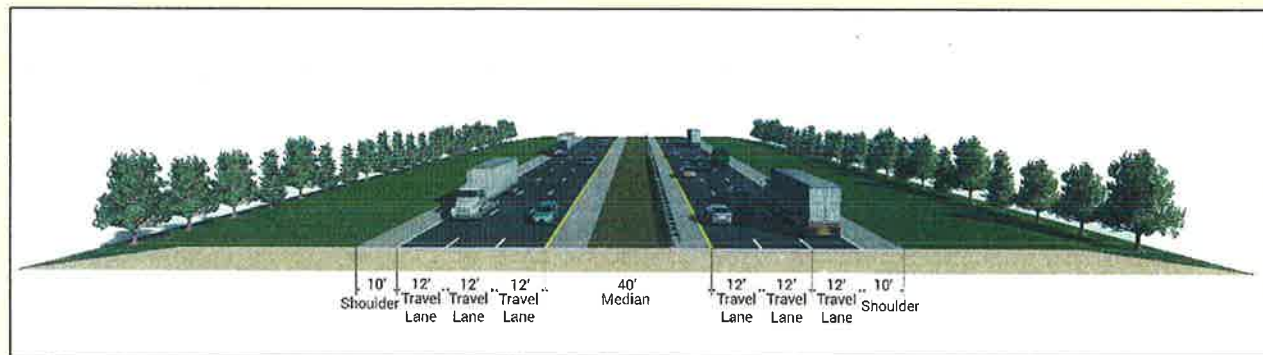


Figure 3 – I-75 Typical Section in Columbia County



5.3 I-75 Existing/Future Traffic and Level of Service

Traffic analysis of I-75 shows failing LOS on segments of I-75 occurring before the year 2040 in or near urban areas like the Cities of Gainesville and Ocala. I-75 near the City of Ocala begins to fail around year 2030 while I-75 near the City of Gainesville begins to fail around year 2035 due solely to recurring congestion. However, when factoring in non-recurring congestion, the I-75 corridor begins to fail as early as 2020. In fact, non-recurring congestion alone is currently causing I-75 to operate at LOS F 40 percent of the year.

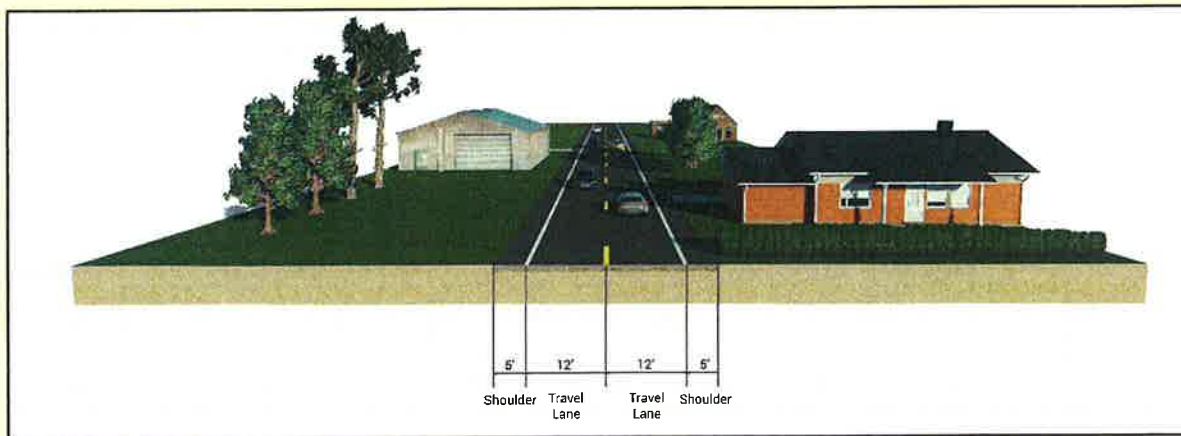
Table 1 below illustrates the existing and future traffic and LOS.

Table 1: I-75 Existing and Future Traffic and LOS							
From	To	2015 AADT	2040 AADT	LOS Target	2015 LOS	2040 LOS	Fall Below LOS Target
City of Ocala							
SR 200	SR 40	80,900	141,500	D	C	F	Yes
SR 40	US 27	80,000	138,400	D	C	F	Yes
US 27	49th Street	71,700	126,000	D	C	E	Yes
City of Gainesville							
SR 121	SR 24	67,700	121,100	D	B	E	Yes
SR 24	SR 26	79,600	120,000	D	C	E	Yes

6 EXISTING AND FUTURE PARALLEL CORRIDORS

The US 41 corridor is primarily a rural 2-lane undivided highway. The segment from SR 44 to West Main Street within the City of Inverness is classified as a 4-lane divided arterial segment. The speed limit varies from 35 to 65 mph. There are also sidewalks and bicycle lanes at various locations along the corridor that accommodate pedestrians and bicyclists. A typical 2-lane section of US 41 near Raleigh Road in Alachua County is shown below in **Figure 4**.

Figure 4 – US 41 Typical Section



The US 441 corridor is primarily a 4-lane divided arterial from the US 301/US 441 split to I-75. The corridor narrows to a 4-lane undivided arterial at a single location in Marion County from Avenue H to Avenue B within downtown Ocala. The speed limit along the corridor varies from 35 to 65 mph. Sidewalks and bicycle lanes are located primarily within the urban city limits of Ocala and

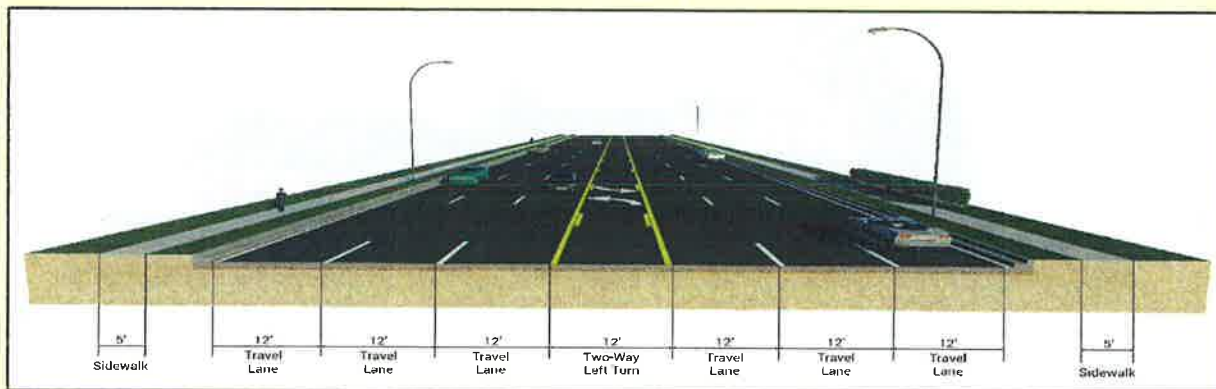
Gainesville. A typical section of US 441 located just south of SR 24A in Gainesville is shown below in **Figure 5**.

Figure 5 – US 441 Typical Section



The US 301 corridor is primarily a 4-lane divided arterial from Florida's Turnpike to I-10 except for two areas: South of Belleview, from CR 42 to north of SE 145th Street, where the corridor narrows to a 2-lane arterial, and within the City of Ocala, from SE 1st Avenue to NW 2nd Street, where the corridor expands to a 7-lane arterial. The speed limit varies from 35 to 65 mph. Sidewalks and bicycle lanes are mainly located in the urban city limits of Ocala. The 7-lane US 301 typical section near CR 464 in Ocala is shown below in **Figure 6**.

Figure 6 – US 301 Typical Section



6.1 Existing and Future Traffic and Level of Service on US 41, US 441, and US 301

Traffic analysis of US 41, US 441, and US 301 shows failing LOS in all the urban areas (Gainesville, Ocala, Inverness, and Williston). It is important to note the US 41, US 441, and US 301 corridors

are failing due to local traffic and do not have the capacity to accommodate any traffic diverted from I-75. **Tables 2, 3, and 4** below show the existing and future traffic LOS along US 41, US 441, and US 301, respectively.

Table 2: US 41 Existing and Future Traffic and LOS							
From	To	2014 AADT	2040 AADT	LOS Standard	2014 LOS	2040 LOS	Fall Below LOS Target
City of Inverness							
SR 44	W Main Street	37,400	65,200	D	F	F	Yes
W Main Street	E Mimosa Lane	13,900	28,000	D	D	F	Yes
City of Williston							
SR 121	7th Avenue	9,000	18,800	C	C	E	Yes
7th Avenue	SR 500	9,000	18,800	C	C	E	Yes
SR 500	SR 121	15,300	29,100	C	C	E	Yes

Table 3: US 441 Existing and Future Traffic and LOS							
From	To	2014 AADT	2040 AADT	LOS Target	2014 LOS	2040 LOS	Fall Below LOS Target
City of Gainesville							
SR 331/Williston Road	SR 226	22,000	23,200	D	C	C	No
SR 226	SR 24/Archer Road	32,000	45,100	D	D	F	Yes
SR 24/Archer Road	SR 26/University Avenue	32,100	44,200	D	D	F	Yes
SR 26/University Avenue	SR 12/N 23rd Avenue	31,700	44,400	D	D	F	Yes
SR 12/N 23rd Avenue	SR 222	27,400	35,100	D	D	F	Yes
SR 222	SR 20	17,100	21,400	D	C	C	No
SR 20	SR 121	23,400	32,300	D	C	C	No

Table 4: US 301 Existing and Future Traffic and LOS							
From	To	2014 AADT	2040 AADT	LOS Standard	2014 LOS	2040 LOS	Fall Below LOS Target
City of Ocala							
SE 100th Street	CR 464A	26,225	59,350	C	C	E	Yes
CR 464A	SE 31st Street	26,700	49,700	C	C	E	Yes
SE 31st Street	CR 464	33,500	62,800	C	C	E	Yes
CR 464	SR 40	34,300	70,800	C	C	F	Yes
SR 40	US 27	26,800	56,850	C	C	F	Yes
US 27	NE 20th Street	28,700	46,800	C	C	E	Yes

The LOS analysis results show that to address the future traffic demand, the existing parallel corridors would need to be widened. US 41 through the City of Williston is projected to be at LOS

F by 2040. US 441 through the City of Gainesville is projected to be at LOS F by 2040. US 301 has been identified as a potential reliever route to I-75; however, several segments of US 301 are expected to fail by year 2040. US 301 through the City of Ocala is projected to be failing with a LOS F by 2040. There are social, cultural, and physical constraints along the corridors that present significant challenges to any capacity improvements.

7 STUDY CORRIDOR CONSTRAINTS

7.1 Social Constraints

The Alachua County and the City of Gainesville Comprehensive Plans restrict the number of lanes on US 441 to four lanes. Along the US 301 corridor, the Marion County Comprehensive Plan restricts widening or new construction to roadways outside their Urban Growth Boundary.

Potential widening of the parallel corridors, by adding one lane in each direction, through the urban areas would be challenging. The existing parallel corridors traverse multiple local communities and are characteristic of constrained ROW areas with multiple homes, businesses, and major community services such as the University of Florida within Gainesville. For example, widening the US 41 corridor through the City of Inverness would impact 87 parcels, one of which is residential and 86 that are commercial. Similarly, widening US 441 through the City of Gainesville would impact 199 parcels, 36 of which are residential and 163 that are commercial. These parcels include the University of Florida Campus, which is located along the US 441 corridor. Additionally, there is heavy pedestrian traffic on crosswalks near the university facilities and any widening would create safety issues. Widening of the US 301 corridor through the City of Ocala would impact 192 parcels, 6 of which are residential and 186 are commercial.

Widening improvements along US 41, through the Cities of Williston, High Springs, Dunnellon, and Inverness, would impact businesses adjacent to limited ROW. For example, the existing ROW including the existing roadway through the City of Williston and High Springs is approximately 60 feet.

Improving the University Avenue/US 441 intersection would either impact the University of Florida Campus or the Holiday Inn Hotel. In addition to ROW constraints, both the Alachua County and City of Gainesville's Comprehensive Plans state that all roadways (with the exception of I-75) should be limited to four travel lanes.

At the intersection of SR 40 and US 301, widening improvements would impact several businesses as well as the Clerk of Court Annex. In addition to ROW constraints, Marion County staff have stated that widening should not be considered.

7.2 Natural Constraints

Wetlands, conservation areas, floodplains, and the Paynes Prairie greenways and trails system exist within the study area. As part of the study, wetland impacts were quantified. Approximate wetland impacts would be 14 acres along US 41; 8 acres along US 441; and 14 acres along US 301.

Approximate impacts to conservation lands would be 16 acres along US 41; 2 acres along US 441; and 1/2 acre along US 301.

Approximate floodplain impacts would be 70 acres along US 41; 102 acres along US 441; and 188 acres along US 301.

No threatened or endangered species were observed along any of the alternative study corridors. Future studies will require additional listed species surveys to completely identify constraints.

There were specific environmental constraints addressed in the study that would impose challenges on the widening of I-75 and all of the alternate study corridors. The widening of US 41 could potentially impact Cooter Pond Park. Along I-75, US 441, and US 301, the widening could impact the Florida Greenways and Trails System, the historic Santo State Recreation Area, and the Santos Trailhead and Campground.

7.3 Cultural Constraints

In addition to social and natural impacts, there are also cultural sites and contamination sites adjacent to the parallel study corridors. Along the US 41 corridor within the City of Inverness, 3 historical buildings (Citrus County Courthouse, Masonic Temple of Citrus, and Bank of Inverness) and 47 contamination sites were identified.

Along the US 441 corridor within the City of Gainesville, 4 historical buildings (PK Yonge Old Laboratory and Mallory, Reid, and Yulee Halls) and 29 contamination sites were identified.

Along the US 301 corridor within the City of Ocala and the City of Belleview, 3 historical buildings (Belleview City Hall, Migrant House, and Belleview-Santos Elementary School) and 148 contamination sites were identified.

8 I-75 CAPACITY IMPROVEMENT OPTIONS

8.1 I-75 Short-Term Improvements

As part of this study, short-term improvements were developed to address traffic congestion concerns along I-75. These short-term improvements would help enhance safety, improve operations, and extend the life of the system before the need for additional lanes on I-75. Some of the key short-term improvements being considered include providing:

- Road Rangers Service Patrol
- Dynamic Message Signs
- Fiber Interconnection between Major Cities
- Signal Coordination on Arterials
- Enhanced Regional Transportation Management Center Operations

8.2 I-75 Ultimate Improvements

In addition to short-term improvements, this study also considered ultimate (long-term improvement) alternatives for I-75. The ultimate alternatives include the addition of general use lanes and/or express lanes. Truck only lanes were not found to be feasible based on the preliminary analysis and were not evaluated further in this study. An illustration of the General Use Lanes Alternative is shown below in **Figure 7** and an illustration of the Express Lanes Alternative is shown in **Figure 8**.

Figure 7 - General Use Lanes Alternative

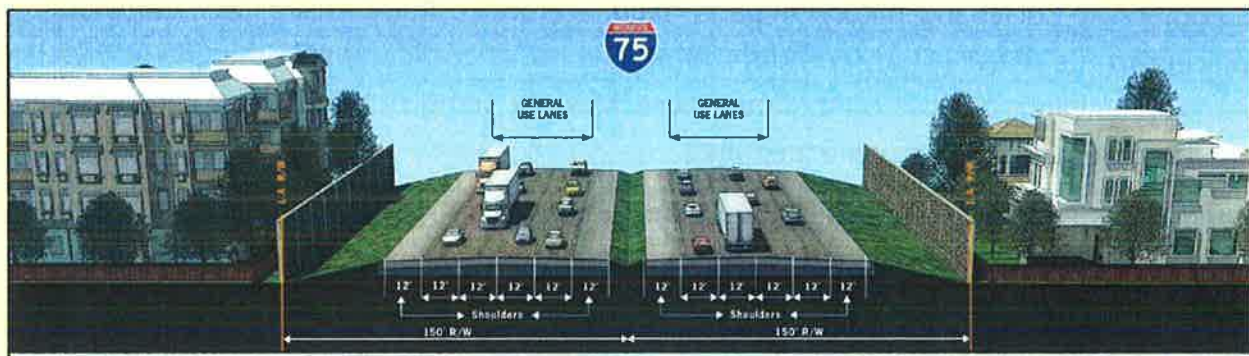


Figure 8 - Express Lanes Alternative



8.3 Rail Feasibility Study

The I-75 Task Force recommendations included providing more choices for long-distance travel, including analyzing the feasibility of enhanced or new passenger rail services. FDOT has initiated a rail feasibility study to analyze the need for additional passenger service from Tampa to Jacksonville. As part of the I-75 North Master Plan, the potential for enhanced or new intercity passenger rail between Tampa Bay and Jacksonville is being studied, including an analysis of existing and historical rail corridors. Preliminary results indicate the projected ridership for enhanced or new service through the year 2040 would be similar to the existing ridership levels on the Amtrak Tampa to Jacksonville service via Orlando. Based on the anticipated ridership levels, new intercity passenger rail service between Tampa to Jacksonville is not anticipated to be cost-feasible or result in any substantial diversion of auto traffic from I-75.

9 SUMMARY AND CONCLUSION

The North I-75 Master Plan has evaluated recommendations from the I-75 Relief Task Force and concluded the following:

- I-75 is a unique corridor that experiences substantial increases in traffic during holidays, special events, and frequent closures due to incidents or weather. LOS failures occur presently due to non-recurring congestion and LOS failures are also anticipated in the next 10 to 12 years due to recurring congestion.
- Short-term and long-term capacity improvements are needed to the I-75 corridor to accommodate additional projected growth in freight, visitor, and local commuter traffic and to enhance public safety and emergency evacuation.

- Three parallel corridors, US 41, US 441, and US 301 would not serve as efficient diversion routes. These corridors would require significant improvements and substantial community impacts within the urban areas if they are to serve as alternative routes to I-75. These improvements would result in significant social, cultural, and natural impacts and would require changes to local comprehensive plans.
- I-75 widening will also have impacts to the natural and physical environment. Widening of I-75 does not address the issue of non-recurring congestion. Weather related congestion, incidents, and holiday/seasonal traffic affect the entire I-75 corridor. Currently, non-recurring congestion is responsible for failing conditions on I-75 for about 40 percent of the time in a year.

9.1 Next Steps

1. FDOT Districts 2 and 5, along with Central Office, are also considering several projects that would implement short-term improvements along I-75 before ultimate improvements are constructed.
2. The next step after this Master Plan is to initiate the next project phases for the critical segments of I-75 followed by Design and Construction phases as funding becomes available. FDOT Districts 2 and 5 have initiated a planning study for evaluating improvements along I-75. The limits of this study are from Wildwood in District 5 to I-10 in District 2.
3. Additionally, FDOT has initiated a rail feasibility study to analyze the need for additional passenger service from Tampa to Jacksonville. The ongoing study will document potential intercity passenger rail connections for further study as travel demand for rail increases.
4. This Master Plan focused only on existing facilities and determined the existing facilities (I-75, US 41, US 441, and US 301) cannot accommodate the recurring and non-recurring congestion. Capacity improvements to these corridors will have significant social, cultural, and natural impacts. It's FDOT's mission and goal to evaluate the state's long-term mobility needs to maintain acceptable operational and safety standards. New multimodal and multiuse corridors were recommendations of the I-75 Relief Task Force and should be further evaluated in future studies.

**XIII**

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

October 4, 2017

TO: Citizens Advisory Committee

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

SUBJECT: Dr. Kermit Sigmon Citizen Participation Award- 2017

STAFF RECOMMENDATION**Select a recipient for the Dr. Kermit Sigmon Citizen Participation Award for 2017.****BACKGROUND**

In 1997, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the annual Dr. Kermit Sigmon Citizen Participation Award. This award is presented each year to a recipient, selected by the Citizen Advisory Committee, to be recognized for their contribution to the transportation planning process of the community. Below is a listing of past recipients.

Previous Recipients			
1997-	Ruth Sigmon	2007-	Martin Gold
1998-	Perry Maull	2008-	Mike and Susan Wright
1999-	South West Alliance for Planning	2009-	Sharon Hawkey
2000-	Var Heyl and Cindy Smith	2010-	Mayor Mark Goldstein
2001-	Chandler Otis	2011-	Ed Poppell
2002-	Gerry Dedenbach	2012-	Scott Fox
2003-	Dr. Linda Crider	2013-	Thomas Hawkins
2004-	Dan Burden	2014-	Ron Cunningham
2005-	Julia Reiskind	2015-	Marlie Sanderson
2006-	Dr. Ruth Steiner	2016-	Gainesville Citizens for Active Transportation

TECHNICAL ADVISORY COMMITTEE ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 3/15/2017	MEETING DATE 5/17/2017	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNIGHT Alt - Jeff Hays [Chair] Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
BRIAN SINGLETON Alt- Michael Fay Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	A	P	NO
ANDREW PERSONS Alt - Dean Mimms Alt - Jason Simmons	City of Gainesville Department of Doing	P	P	NO
DEBBIE LEISTNER Alt- Phil Mann Alt - Vacant	City of Gainesville Department of Public Works	P	P	NO
Krys Ochia Alt- Jesus Gomez Tom Quigley (former employee)	City of Gainesville Regional Transit System	P	P	NO
PAUL ADIAN Alt- Laura Aguiar Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	P	NO
JAMES GREEN Alt - Karen Taulbee Alt - Vacant	Florida Department of Transportation	P	P	NO
JAMES SPEER Alt- David Deas Alt- Vacant	School Board of Alachua County	A	A	YES
LINDA DIXON [Vice Chair] Alt - Erik Lewis	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	A	A	YES

LEGEND KEY - P = Present A = Absent * = New Member

me\p\em18\tac\attendanceTAC_101117.xls

* City of Gainesville Level of Service Subcommittee Member

Attendance Rule:

- Each voting member of the Technical Advisory Committee may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
- Each member of the Technical Advisory Committee is expected to demonstrate his or her interest in the Technical Advisory Committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more than three (3) consecutive absences will be allowed by the member. The Technical Advisory Committee shall deal with consistent absences and is empowered to recommend corrective action for Metropolitan Transportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	11/16/2016	3/15/2017	5/17/2017	Violation If Absent At Next Meeting 10/11/2017
E J Bolduc	17-Dec	P	P	P	-
Thomas Bolduc	19-Dec	P	P	P	-
Rob Brinkman	17-Dec	P	P	A	-
Nelle Bullock	19-Dec	P	P	A	-
Mary Ann DeMatas	18-Dec	A	P	P	-
Luis Diaz	19-Dec	-	P	A	-
Jan Frentzen	18-Dec	A	P	P	-
Delia Kradolfer	18-Dec	E	P	P	-
Gilbert Levy	17-Dec	P	P	P	-
Chandler Otis	18-Dec	P	A	P	-
John Pickett	19-Dec	P	P	E	-
James Samec	17-Dec	P	P	P	-
Ruth Steiner	18-Dec	P	P	P	-
Ewen Thomson	17-Dec	P	A	E	YES
Paul Thur de Koos	19-Dec	-	P	P	-

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

t:\mike\em18\cac\attd_cac1011.xls

ATTENDANCE RULE

Any appointee of the Metropolitan Transportation Planning Organization to the Citizens Advisory Committee shall be automatically removed from the committee upon filing with the Chair of the Metropolitan Transportation Planning Organization appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

ADDITIONAL NOTES:

- On October 30, 1985, staff asked the Citizens Advisory Committee to clarify the procedures staff should use to record attendance at Citizens Advisory Committee meetings. The Citizens Advisory Committee instructed staff to use the following procedures:
 - all Citizens Advisory Committee meetings will require mandatory attendance by all members; and
 - attendance is recorded at all Citizens Advisory Committee meetings, even if a quorum is not present.
- On April 28, 1999, the Citizens Advisory Committee decided to limit attendance by teleconferencing to medical emergencies only.
- Members denoted in **BOLD ITALICS** are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2017 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	<i>CANCELLED</i>	<i>CANCELLED</i>	<i>CANCELLED</i>
APRIL	March 15	March 16	April 3 at 3:00 p.m.
JUNE	May 17	May 18	June 5 at 5:00 p.m.
AUGUST	<i>CANCELLED</i>	July 20	<i>CANCELLED</i>
OCTOBER	October 11	September 14 October 12	October 30 at 5:00 p.m.
DECEMBER	November 15	November 16	December 4 at 3:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel Metropolitan Transportation Planning Organization meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. Technical Advisory Committee meetings are usually conducted at the Gainesville Regional Utilities Administration general purpose meeting room;
3. Citizens Advisory Committee meetings are conducted in the Grace Knight conference room of the Alachua County Administration Building; and
4. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization

TAC means Technical Advisory Committee

CAC means Citizens Advisory Committee

B/PAB means Bicycle/Pedestrian Advisory Board

NCFRPC means North Central Florida Regional Planning Council

