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September 25, 2019

TO: Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On October 2, 2019, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities General Purpose Meeting Room, 301 SE 4th Avenue**. Also, on October 2, 2019 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)*

Page #1 II. Approval of Meeting Agenda
7:05 p.m.

APPROVE AGENDA

Page #3 III. Approval of Committee Minutes
7:10 p.m.

APPROVE MINUTES

Page #27 IV. Florida Department of Transportation
7:15 p.m. Tentative Five-Year Work Program 2020-21 to 2024-25

APPROVE STAFF
RECOMMENDATION

The Florida Department of Transportation has indicated that it will be submitting its Tentative Work Program for review and comment.

Page #29 V. Transportation Alternatives Program/
7:25 p.m. Safe Routes to School/Shared-Use Nonmotorized Trail
Application Notices

APPROVE STAFF
RECOMMENDATION

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

Page #105
7:30 p.m.

**VI. Bylaws Amendment - Technical Advisory Committee
Membership Composition**

**APPROVE STAFF
RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to amend its Bylaws to address the reorganization of transportation functions in the City of Gainesville Department of Mobility.

Page #115
7:35 p.m.

VII. U.S. Highway 441 (West 13th Street) Status Report FOR INFORMATION ONLY

The Metropolitan Transportation Planning Organization will host a community workshop concerning U.S. Highway 441 (West 13th Street) transportation issues and received a speed study report from the Florida Department of Transportation that evaluated the speed limit on U.S. Highway 441 (State Road 25) across Paynes Prairie.

Page #129
7:40 p.m.

VIII. Trail Town Program FOR INFORMATION ONLY

The Florida Department of Environmental Protection will provide a presentation at the October 28, 2019 Metropolitan Transportation Planning Organization meeting concerning the Trail Town Program.

IX. Information Items

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

Page #139
Page #141

- A. Advisory Committee Attendance Records
- B. Meeting Calendar- 2019

*No handout included with the enclosed agenda item.

MINUTES

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

Gainesville Regional Utilities Administration Building
301 SE 4th Avenue
Gainesville, Florida

August 7, 2019
2:00 p.m.

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Dekova Batey Chris Dawson Deborah Leistner, Chair Erik Lewis Mari Schwabacher Jason Simmons Brian Singleton	Aaron Carver Yaima Droese Ronald Fuller, Vice-Chair	None	Michael Escalante Scott Koons

CALL TO ORDER

Chair Deborah Leistner, City of Gainesville Transportation Planning Manager, called the meeting to order at 2:05 p.m.

I. INTRODUCTIONS

There were no introductions.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

MOTION: Brian Singleton moved to approve the meeting agenda. Jason Simmons seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner stated that the June 5, 2019 minutes were ready for consideration of approval by the Technical Advisory Committee.

MOTION: Chris Dawson moved to approve the June 5, 2019 Technical Advisory Committee minutes. Brian Singleton seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - ROLL FORWARD PROJECTS

Mr. Escalante, Senior Planner, stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding from Fiscal Year 2018-19 to Fiscal Year 2019-20 for several projects. He said this amendment is needed because funds for these projects were not committed by June 30, 2019 - the end of the state fiscal year. He discussed the projects and answered questions.

MOTION: Chris Dawson moved to recommend that the Metropolitan Transportation Planning Organization amend the Transportation Improvement Program to roll forward funding into Fiscal Year 2019-20 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1. Brian Singleton seconded; motion passed unanimously.

V. ALACHUA COUNTYWIDE BICYCLE MASTER PLAN UPDATE REFERRAL

Mr. Escalante stated that the Metropolitan Transportation Planning Organization referred development of scoping and funding mechanisms to update the Alachua Countywide Bicycle Master Plan to its advisory committees. He discussed the current status of the implementation of the current Alachua Countywide Bicycle Master Plan and answered questions. He noted that the University of Florida may develop a separate Bicycle/Pedestrian Master Plan.

Chris Dawson, Alachua County Senior Transportation Planner, discussed development of prioritization methodology.

MOTION: Chris Dawson moved to recommend that the Metropolitan Transportation Planning Organization prepare an Alachua Countywide Bicycle/Pedestrian Plan:

- **Request coordination among Alachua County, all the municipalities with Alachua County, Florida Department of Transportation and the University of Florida;**
- **Request funding participation from Alachua County in the amount of \$40,000, City of Gainesville in the amount of \$40,000 and the University of Florida in the amount of \$20,000 for an estimated \$100,000 budget;**
- **Appoint an Alachua Countywide Bicycle/Pedestrian Plan Project Steering Committee consisting of the:**
 - **Alachua County Manager or designee;**
 - **City of Gainesville Manager or designee;**
 - **Bicycle/Pedestrian Advisory Board Chair;**
 - **Citizens Advisory Committee Chair;**
 - **University of Florida President or designee; and**
 - **Florida Department of Transportation Liaison.**
- **Have the Project Steering Committee develop a scope for the development of an Alachua Countywide Bicycle/Pedestrian Plan;**
- **Contract with a consultant to develop the plan; and**
- **Include in the plan a focus on bicycle and pedestrian facility gap assessment and prioritization of future bicycle and pedestrian facilities.**

Brian Singleton seconded; motion passed unanimously.

VI. U.S. HIGHWAY 441 (SW 13TH STREET) DESIGN WORKSHOP

Mr. Escalante stated that a member of the Metropolitan Transportation Planning Organization suggested a community workshop for the U.S. Highway 441 (SW 13th Street) corridor to be held in October 2019. He discussed the implementation of the SW 13th Charrette recommendations and the Multimodal Emphasis Corridor Planning Study. He noted that:

- The only project in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan is to conduct a Multimodal Emphasis Corridor Study from State Road 24 (Archer Road) to NW 23rd Avenue (not funded) and implementation of the study recommendations; and
- The recently approved List of Priority Projects recommends a Multimodal Emphasis Corridor Study from State Road 331 (Williston Road) to NW 23rd Avenue as the number 2 priority.

MOTION: Erik Lewis moved to recommend that the Metropolitan Transportation Planning Organization:

- **Retain a Multimodal Emphasis Corridor Study in the Year 2045 Long-Range Transportation Plan Needs Plan for evaluation in the Cost Feasible Plan with endpoints from State Road 331 (Williston Road) to NW 23rd Avenue; and**
- **Request the Florida Department of Transportation to:**
 - **Revisit the context classification for U.S. Highway 441 (SW 13th Street) from south of State Road 331 (Williston Road) to State Road 24 (Archer Road) to change from the classification from C3C Suburban Commercial to C4 Urban General; and**
 - **Consider funding the State Road 26 (University Avenue) Multimodal Emphasis Corridor projects in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan; and**

Brian Singleton seconded; motion passed unanimously.

VII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 3:11 p.m.

Date

Deborah Leistner, Chair

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EXHIBIT A

EXHIBIT 1

PAGE 1

GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019

TIME RUN: 07.32.35

MBRMPOTP

HIGHWAYS

ITEM NUMBER:207798 6
DISTRICT:02
ROADWAY ID:26030000

PROJECT DESCRIPTION:SR45/US27/US41
COUNTY:ALACHUA
PROJECT LENGTH: 1.073MI

NON-SIS
TYPE OF WORK:RIGHT OF WAY ACTIVITIES
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	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
SN	0	1,546	0	0	0	0	0	1,546
TOTAL 207798 6	90,819	2,046	0	0	0	0	0	92,865
TOTAL PROJECT:	90,819	2,046	0	0	0	0	0	92,865

ITEM NUMBER:423071 4
DISTRICT:02
ROADWAY ID:26260000

PROJECT DESCRIPTION:I-75(SR93)@ SR24(ARCHER RD)
COUNTY:ALACHUA
PROJECT LENGTH: .386MI

SIS
TYPE OF WORK:INTERCHANGE - ADD LANES
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,001	0	0	0	0	0	1,001
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	1,239,381	0	0	0	0	0	0	1,239,381
DIH	54,585	1,475	0	0	0	0	0	56,060
DS	37,116	0	0	0	0	0	0	37,116
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	3,484	0	0	0	0	0	0	3,484
DS	1,032	0	0	0	0	0	0	1,032
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	104,994	0	0	0	0	0	0	104,994
DDR	78,250	0	0	0	0	0	0	78,250
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	7,210,708	125,650	0	0	0	0	0	7,336,358
DDR	106,628	0	0	0	0	0	0	106,628
DI	77,042	0	0	0	0	0	0	77,042
DS	579,080	0	0	0	0	0	0	579,080
NFP	189,190	0	0	0	0	0	0	189,190
TOTAL 423071 4	9,681,490	128,126	0	0	0	0	0	9,809,616
TOTAL PROJECT:	9,681,490	128,126	0	0	0	0	0	9,809,616

ITEM NUMBER:426838 1
DISTRICT:02
ROADWAY ID:26100000

PROJECT DESCRIPTION:SR121 FROM: NW 169 PL TO: NW 177 AVE
COUNTY:ALACHUA
PROJECT LENGTH: .430MI

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

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	243	1,001	0	0	0	0	0	1,244
DS	6,651	0	0	0	0	0	0	6,651
TOTAL 426838 1	6,894	1,001	0	0	0	0	0	7,895
TOTAL PROJECT:	6,894	1,001	0	0	0	0	0	7,895

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MBRMPOTP

HIGHWAYS

ITEM NUMBER:428692-1
DISTRICT:02
ROADWAY ID:26005000

PROJECT DESCRIPTION:SR222(NW 39 AVE) FROM: 100'W OF NW 10 ST TO: 100' E OF NW 10 ST
COUNTY:ALACHUA
PROJECT LENGTH: .040MI

SIS

TYPE OF WORK:SPECIAL SURVEYS

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DIH	0	2,151	0	0	0	0	0	2,151
	DS	7,294	0	0	0	0	0	0	7,294
TOTAL 428682 1		7,294	2,151	0	0	0	0	0	9,445
TOTAL PROJECT:		7,294	2,151	0	0	0	0	0	9,445

ITEM NUMBER:428803 1
DISTRICT:02
ROADWAY ID:26260000

PROJECT DESCRIPTION: I-75 (SR 93) FROM S. OF SR 222 TO N. OF SR 25/US 441
COUNTY: ALACHUA
PROJECT LENGTH: 11.421MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

	FUND	LESS THAN						GREATER THAN	
	CODE	2020	2020	2021	2022	2023	2024	2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACNP	0	109,120	0	0	0	0	0	109,120
	DDR	98,629	0	0	0	0	0	0	98,629
	DIH	19,983	0	0	0	0	0	0	19,983
	DS	9,378	0	0	0	0	0	0	9,378
	IM	1,015,100	0	0	0	0	0	0	1,015,100
	NHPP	210,630	0	0	0	0	0	0	210,630
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	486,533	0	0	0	0	0	0	486,533
	DI	748,506	0	0	0	0	0	0	748,506
	DIH	189,798	0	0	0	0	0	0	189,798
	DS	99,008	0	0	0	0	0	0	99,008
	NHPP	7,950,919	0	0	0	0	0	0	7,950,919
	SAAN	11,972,459	0	0	0	0	0	0	11,972,459
TOTAL 428803 1		22,800,943	109,120	0	0	0	0	0	22,910,063
TOTAL PROJECT:		22,800,943	109,120	0	0	0	0	0	22,910,063

ITEM NUMBER:432311 1
DISTRICT:02
ROADWAY ID:26060000

PROJECT DESCRIPTION:SR200(US301) FROM RAILROAD OVERPASS TO BRADFORD C/L
COUNTY:ALACHUA
PROJECT LENGTH: 3.431MI

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

	FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DIH	89,643	0	0	0	0	0	0	89,643
	DS	7,126	0	0	0	0	0	0	7,126
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,041,090	0	0	0	0	0	0	1,041,090
	DIH	67,327	3,331	0	0	0	0	0	70,658
	DS	23,840	0	0	0	0	0	0	23,840
	NHRE	3,237,193	0	0	0	0	0	0	3,237,193
TOTAL 432311 1		4,466,219	3,331	0	0	0	0	0	4,469,550
TOTAL PROJECT:		4,466,219	3,331	0	0	0	0	0	4,469,550

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MBRMPOTP

HIGHWAYS

ITEM NUMBER:433357 1		PROJECT DESCRIPTION:SW 170TH STREET FROM: S OF SW 147TH AVE TO: SW 128TH PLACE					*NON-SIS*		
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:SIDEWALK		
ROADWAY ID:26620000		PROJECT LENGTH: 1.180MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0		
FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACTA	11,980	0	0	0	0	0	0	0	11,980
TALT	350,052	4,209	0	0	0	0	0	0	354,261
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALT	12,390	0	0	0	0	0	0	0	12,390
TOTAL 433357 1	374,422	4,209	0	0	0	0	0	0	378,631
TOTAL PROJECT:	374,422	4,209	0	0	0	0	0	0	378,631

ITEM NUMBER:433890 1		PROJECT DESCRIPTION:SR20 OVERPASS @ US301					*SIS*		
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:LANDSCAPING		
ROADWAY ID:26080000		PROJECT LENGTH: .587MI					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0		
FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	1,847	2,102	0	0	0	0	0	0	3,949
TOTAL 433890 1	1,847	2,102	0	0	0	0	0	0	3,949
TOTAL PROJECT:	1,847	2,102	0	0	0	0	0	0	3,949

ITEM NUMBER:433989 1		PROJECT DESCRIPTION:SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE					*NON-SIS*		
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:BIKE PATH/TRAIL		
ROADWAY ID:26900003		PROJECT LENGTH: .696MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0		
FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE									
TALL	104,461	0	0	0	0	0	0	0	104,461
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALL	1,106	1,765	0	0	0	0	0	0	2,871
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE									
SA	27,804	0	0	0	0	0	0	0	27,804
TALL	74,911	0	0	0	0	0	0	0	74,911
TALT	341,308	0	0	0	0	0	0	0	341,308
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALL	3,413	5,000	0	0	0	0	0	0	8,413
TALT	381	2,869	3	0	0	0	0	0	3,250
TOTAL 433989 1	553,384	9,634	0	0	0	0	0	0	563,018
TOTAL PROJECT:	553,384	9,634	0	0	0	0	0	0	563,018

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GAINESVILLE, MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MRMPOTP

HIGHWAYS

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 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	500	0	0	0	0	0	500
TOTAL 433990 1	0	500	0	0	0	0	0	500
TOTAL PROJECT:	0	500	0	0	0	0	0	500

ITEM NUMBER:434321 1 PROJECT DESCRIPTION:SR20(NW 1ST AVE) FROM NW 9TH STREET TO US441 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26020064 PROJECT LENGTH: 1.188MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	62,136	0	0	0	0	0	0	62,136
DS	45,851	0	0	0	0	0	0	45,851
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	801,342	0	0	0	0	0	0	801,342
DIH	1,335	17,618	0	0	0	0	0	18,953
DS	5,613	0	0	0	0	0	0	5,613
TOTAL 434321 1	916,277	17,618	0	0	0	0	0	933,895
TOTAL PROJECT:	916,277	17,618	0	0	0	0	0	933,895

ITEM NUMBER:434322 1 PROJECT DESCRIPTION:SR20(US27) FROM COLUMBIA C/L TO NW 9TH STREET *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26040000 PROJECT LENGTH: 1.675MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	95,457	0	0	0	0	0	0	95,457
DS	58,002	0	0	0	0	0	0	58,002
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,087,291	0	0	0	0	0	0	1,087,291
DIH	3,336	26,702	0	0	0	0	0	30,038
DS	33,474	0	0	0	0	0	0	33,474
TOTAL 434322 1	1,277,560	26,702	0	0	0	0	0	1,304,262
TOTAL PROJECT:	1,277,560	26,702	0	0	0	0	0	1,304,262

ITEM NUMBER:434559 1 PROJECT DESCRIPTION:SR24(ARCHER RD) FROM US27A/BRONSON TO SW 75TH ST/TOWER RD *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:26090000 PROJECT LENGTH: 10.188MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	80,058	0	0	0	0	0	0	80,058
DIH	18,817	14,182	0	0	0	0	0	32,999

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MBRMPOTP

HIGHWAYS

	DS	7,021	0	0	0	0	0	0	7,021
TOTAL 434559 1	105,896	14,182	0	0	0	0	0	0	120,078
TOTAL PROJECT:	105,896	14,182	0	0	0	0	0	0	120,078

ITEM NUMBER: 437354-1
DISTRICT: 02
ROADWAY ID: 26070000

PROJECT DESCRIPTION: SR26 (NEWBERRY RD) FROM NW 75TH ST TO NW 69TH TERRACE
COUNTY: ALACHUA
PROJECT LENGTH: .568MI

SIS
TYPE OF WORK: ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0		116	0	0	0	0	116
DS	63,790		0	0	0	0	0	63,790
HSP	588,493		0	0	0	0	0	588,493
SA	32,209		791	0	0	0	0	33,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	2,669,320		7,614	0	0	0	0	2,676,934
DDR	140,365		0	0	0	0	0	140,365
DS	8,297		0	0	0	0	0	8,297
TOTAL 437354 1	3,502,474		8,521	0	0	0	0	3,510,995
TOTAL PROJECT:	3,502,474		8,521	0	0	0	0	3,510,995

ITEM NUMBER: 439807-1
DISTRICT: 02
ROADWAY ID: 26004000

PROJECT DESCRIPTION: SR226 FROM: SR24 TO: SW 6TH STREET
COUNTY: ALACHUA
PROJECT LENGTH: 1.494MI

NON-SIS
TYPE OF WORK: LIGHTING
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0		1,000	0	0	0	0	1,000
DS	7,470		0	0	0	0	0	7,470
HSP	33,060		0	0	0	0	0	33,060
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	8,707		0	0	0	0	0	8,707
TOTAL 439807 1	49,237		1,000	0	0	0	0	50,237
TOTAL PROJECT:	49,237		1,000	0	0	0	0	50,237

ITEM NUMBER: 440898-1
DISTRICT: 02
ROADWAY ID: 26010000

PROJECT DESCRIPTION: INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY
COUNTY: ALACHUA
PROJECT LENGTH: 44.977MI

SIS
TYPE OF WORK: TRAFFIC SIGNAL UPDATE
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	367,051		37,443	0	0	0	0	404,494
DITS	168,825		0	0	0	0	0	168,825
DS	35,650		0	0	0	0	0	35,650
NFP	494,949		0	0	0	0	0	494,949
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	1,287,983		1,740,242	0	0	0	0	3,036,225
DDR	71,028		0	0	0	0	0	71,028
TOTAL 440898 1	2,425,486		1,785,685	0	0	0	0	4,211,171
TOTAL PROJECT:	2,425,486		1,785,685	0	0	0	0	4,211,171

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FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MRMPOTP

ITEM NUMBER:443489 1
DISTRICT:02
ROADWAY ID:26260000

PROJECT DESCRIPTION:I-75(SR93) THROUGH PAYNES PRAIRIE
COUNTY:ALACHUA
PROJECT LENGTH: 2.353MI

SIS
TYPE OF WORK:GUARDRAIL
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	9,679	4,321	0	0	0	0	0	14,000
SA	0	11,000	0	0	0	0	0	11,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY PDOT								
ACSA	0	19,461	0	0	0	0	0	19,461
ACSS	0	1,381,337	0	0	0	0	0	1,381,337
DS	4,896	0	0	0	0	0	0	4,896
TOTAL 443489 1	14,575	1,416,119	0	0	0	0	0	1,430,694
TOTAL PROJECT:	14,575	1,416,119	0	0	0	0	0	1,430,694
TOTAL DIST: 02	46,274,817	3,532,047	0	0	0	0	0	49,806,864
TOTAL HIGHWAYS	46,274,817	3,532,047	0	0	0	0	0	49,806,864

TRANSIT

ITEM NUMBER:215546 1 PROJECT DESCRIPTION:GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:OPERATING FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DS	1	0	0	0	0	0	0	1
FTA	3,800,000	3,600,000	1,800,000	1,800,000	1,800,000	1,800,000	0	14,600,000
LF	3,800,000	3,600,000	1,800,000	1,800,000	1,800,000	1,800,000	0	14,600,000
TOTAL 215546 1	7,600,001	7,200,000	3,600,000	3,600,000	3,600,000	3,600,000	0	29,200,001
TOTAL PROJECT:	7,600,001	7,200,000	3,600,000	3,600,000	3,600,000	3,600,000	0	29,200,001

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 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	4,700,000	5,000,000	2,500,000	2,500,000	2,500,000	2,500,000	0	19,700,000
LF	1,175,000	1,250,000	625,000	625,000	625,000	625,000	0	4,925,000
TOTAL 404026 1	5,875,000	6,250,000	3,125,000	3,125,000	3,125,000	3,125,000	0	24,625,000
TOTAL PROJECT:	5,875,000	6,250,000	3,125,000	3,125,000	3,125,000	3,125,000	0	24,625,000

ITEM NUMBER:433076 1 PROJECT DESCRIPTION:ALACHUA CO GAINESVILLE RTS SERVICE DEVELOPMENT PROJECT *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRANSIT SERVICE DEMONSTRATION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DDR	57,915	0	0	0	0	0	0	57,915
DPTO	768,530	1,000,000	0	0	0	0	0	1,768,530
DS	20,803	0	0	0	0	0	0	20,803
LF	113,915	0	0	0	0	0	0	113,915
TOTAL 433076 1	961,163	1,000,000	0	0	0	0	0	1,961,163
TOTAL PROJECT:	961,163	1,000,000	0	0	0	0	0	1,961,163

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 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
FTA	0	728,002	364,001	364,001	364,001	364,001	0	2,184,006
LF	0	182,000	91,000	91,000	91,000	91,000	0	546,000
TOTAL 441520 1	0	910,002	455,001	455,001	455,001	455,001	0	2,730,006
TOTAL PROJECT:	0	910,002	455,001	455,001	455,001	455,001	0	2,730,006

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FLORIDA DEPARTMENT OF TRANSPORTATION
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TRANSIT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MBRMPOTP

ITEM NUMBER:442887 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:GAINESVILLE RTS LO-NO EMISSIONS PURCHASE ELECTRIC BUSES/CHARGERS
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	1,000,000	0	0	0	0	0	1,000,000
LF	0	410,000	0	0	0	0	0	410,000
TOTAL 442887 1	0	1,410,000	0	0	0	0	0	1,410,000
TOTAL PROJECT:	0	1,410,000	0	0	0	0	0	1,410,000
TOTAL DIST: 02	14,436,164	16,770,002	7,180,001	7,180,001	7,180,001	7,180,001	0	59,926,170
TOTAL TRANSIT	14,436,164	16,770,002	7,180,001	7,180,001	7,180,001	7,180,001	0	59,926,170
GRAND TOTAL	60,710,981	20,302,049	7,180,001	7,180,001	7,180,001	7,180,001	0	109,733,034

MINUTES

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

North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida

August 7, 2019
7:00 p.m.

MEMBERS PRESENT

Thomas Bolduc
Craig Brashier
Alyssa Brown
Nelle Bullock
Mary Ann DeMatas
Gilbert Levy
John Pickett
James Samec
Ruth Steiner, Chair
Luke Tia
Chris Towne
Joshua Williams

MEMBERS ABSENT

Jan Frentzen
Chandler Otis, Vice-Chair
Paul Thur de Koos

OTHERS PRESENT

None

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Chair Ruth Steiner called the meeting to order at 7:03 p.m.

I. INTRODUCTIONS

There were no introductions.

II. APPROVAL OF THE MEETING AGENDA

Chair Steiner asked for approval of the agenda.

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

III. APPROVAL OF COMMITTEE MINUTES

Chair Steiner asked for approval of the June 5, 2019 Citizens Advisory Committee meeting minutes.

MOTION: Thomas Bolduc moved to approve the June 5, 2019 Citizens Advisory Committee minutes. James Samec seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - ROLL FORWARD PROJECTS

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding from Fiscal Year 2018-19 to Fiscal Year 2019-20 for several projects. He said this amendment is needed because funds for these projects were not committed by June 30, 2019 - the end of the state fiscal year. He discussed the projects and answered questions.

MOTION: John Pickett moved to recommend that the Metropolitan Transportation Planning Organization amend the Transportation Improvement Program to roll forward funding into Fiscal Year 2019-20 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1. Gilbert Levy seconded; motion passed unanimously.

V. ALACHUA COUNTYWIDE BICYCLE MASTER PLAN UPDATE REFERRAL

Mr. Escalante stated that the Metropolitan Transportation Planning Organization referred development of scoping and funding mechanisms to update the Alachua Countywide Bicycle Master Plan to its advisory committees. He discussed the current status of the implementation of the current Alachua Countywide Bicycle Master Plan and answered questions. He noted that the University of Florida may develop a separate Bicycle/Pedestrian Master Plan.

Chair Steiner introduced herself and asked others to introduce themselves.

MOTION: Thomas Bolduc moved to recommend that the Metropolitan Transportation Planning Organization prepare an Alachua Countywide Bicycle/Pedestrian Plan:

- **Request coordination among Alachua County, all the municipalities with Alachua County, Florida Department of Transportation and the University of Florida;**
- **Request funding participation from Alachua County in the amount of \$40,000, City of Gainesville in the amount of \$40,000 and the University of Florida in the amount of \$20,000 for an estimated \$100,000 budget;**
- **Appoint an Alachua Countywide Bicycle/Pedestrian Plan Project Steering Committee consisting of the:**
 - **Alachua County Manager or designee;**
 - **City of Gainesville Manager or designee;**
 - **Bicycle/Pedestrian Advisory Board Chair;**
 - **Citizens Advisory Committee Chair;**
 - **University of Florida President or designee; and**
 - **Florida Department of Transportation Liaison.**
- **Have the Project Steering Committee develop a scope for the development of an Alachua Countywide Bicycle/Pedestrian Plan;**
- **Contract with a consultant to develop the plan; and**
- **Include in the plan a focus on bicycle and pedestrian facility gap assessment and prioritization of future bicycle and pedestrian facilities.**

Gilbert Levy seconded; motion passed unanimously.

VI. U.S. HIGHWAY 441 (SW 13TH STREET) DESIGN WORKSHOP

Mr. Escalante stated that a member of the Metropolitan Transportation Planning Organization suggested a community workshop for the U.S. Highway 441 (SW 13th Street) corridor to be held in October 2019. He discussed the implementation of the SW 13th Charrette recommendations and the Multimodal Emphasis Corridor Planning Study. He noted that:

- The only project in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan is to conduct a Multimodal Emphasis Corridor Study from State Road 24 (Archer Road) to NW 23rd Avenue (not funded) and implementation of the study recommendations; and
- The recently approved List of Priority Projects recommends a Multimodal Emphasis Corridor Study from State Road 331 (Williston Road) to NW 23rd Avenue as the number 2 priority.

MOTION: Thomas Bolduc moved to recommend that the Metropolitan Transportation Planning Organization:

- **Retain a Multimodal Emphasis Corridor Study in the Year 2045 Long-Range Transportation Plan Needs Plan for evaluation in the Cost Feasible Plan with endpoints from State Road 331 (Williston Road) to NW 23rd Avenue; and**
- **Request the Florida Department of Transportation to:**
 - **Revisit the context classification for U.S. Highway 441 (SW 13th Street) from south of State Road 331 (Williston Road) to State Road 24 (Archer Road) to change from the classification from C3C Suburban Commercial to C4 Urban General; and**
 - **Consider funding the State Road 26 (University Avenue) Multimodal Emphasis Corridor projects in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan.**

Joshua Williams seconded; motion passed unanimously.

VII. INFORMATION ITEMS

Mr. Escalante noted that the presentation materials from the City of Gainesville Transit Development Plan public workshop were included in the Committee meeting packet. He stated that, at the Technical Advisory Committee, City staff reported that there would be another public workshop for the Transit Development Plan and there would be a presentation concerning the Plan at the October 28, 2019 Metropolitan Transportation Planning Organization meeting.

ADJOURNMENT

The meeting was adjourned at 7:48 p.m.

Date

Ruth Steiner, Chair

EXHIBIT A

EXHIBIT 1

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MBRMPOTP

HIGHWAYS

ITEM NUMBER:207798 6
DISTRICT:02
ROADWAY ID:26030000

PROJECT DESCRIPTION:SR45/US27/US41
COUNTY:ALACHUA
PROJECT LENGTH: 1.073MI

NON-SIS
TYPE OF WORK:RIGHT OF WAY ACTIVITIES
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	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
SN	0	1,546	0	0	0	0	0	1,546
TOTAL 207798 6	90,819	2,046	0	0	0	0	0	92,865
TOTAL PROJECT:	90,819	2,046	0	0	0	0	0	92,865

ITEM NUMBER:423071 4
DISTRICT:02
ROADWAY ID:26260000

PROJECT DESCRIPTION:I-75(SR93)@ SR24(ARCHER RD)
COUNTY:ALACHUA
PROJECT LENGTH: .386MI

SIS
TYPE OF WORK:INTERCHANGE - ADD LANES
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,001	0	0	0	0	0	1,001
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	1,239,381	0	0	0	0	0	0	1,239,381
DIH	54,585	1,475	0	0	0	0	0	56,060
DS	37,116	0	0	0	0	0	0	37,116
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	3,484	0	0	0	0	0	0	3,484
DS	1,032	0	0	0	0	0	0	1,032
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	104,994	0	0	0	0	0	0	104,994
DDR	78,250	0	0	0	0	0	0	78,250
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	7,210,708	125,650	0	0	0	0	0	7,336,358
DDR	106,628	0	0	0	0	0	0	106,628
DI	77,042	0	0	0	0	0	0	77,042
DS	579,080	0	0	0	0	0	0	579,080
NPP	189,190	0	0	0	0	0	0	189,190
TOTAL 423071 4	9,681,490	128,126	0	0	0	0	0	9,809,616
TOTAL PROJECT:	9,681,490	128,126	0	0	0	0	0	9,809,616

ITEM NUMBER:426838 1
DISTRICT:02
ROADWAY ID:26100000

PROJECT DESCRIPTION:SR121 FROM: NW 169 PL TO: NW 177 AVE
COUNTY:ALACHUA
PROJECT LENGTH: .430MI

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

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	243	1,001	0	0	0	0	0	1,244
DS	6,651	0	0	0	0	0	0	6,651
TOTAL 426838 1	6,894	1,001	0	0	0	0	0	7,895
TOTAL PROJECT:	6,894	1,001	0	0	0	0	0	7,895

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MBRMPOTP

HIGHWAYS

ITEM NUMBER: 429682 1
DISTRICT: 02
ROADWAY ID: 26005000

PROJECT DESCRIPTION:SR222(NW 39 AVE) FROM: 100'W OF NW 10 ST TO: 100' E OF NW 10 ST
COUNTY:ALACHUA
PROJECT LENGTH: .040MI

SIS

TYPE OF WORK:SPECIAL SURVEYS

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DIH	0	2,151	0	0	0	0	0	2,151
	DS	7,294	0	0	0	0	0	0	7,294
TOTAL 428682 1		7,294	2,151	0	0	0	0	0	9,445
TOTAL PROJECT:		7,294	2,151	0	0	0	0	0	9,445

ITEM NUMBER:428803 1
DISTRICT:02
ROADWAY ID:26260000

PROJECT DESCRIPTION: I-75 (SR 93) FROM S. OF SR 222 TO N. OF SR 25/US 441
COUNTY: ALACHUA
PROJECT LENGTH: 11.421MI

SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

	FUND	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACNP	0	109,120	0	0	0	0	0	109,120
	DDR	98,629	0	0	0	0	0	0	98,629
	DIH	19,983	0	0	0	0	0	0	19,983
	DS	9,378	0	0	0	0	0	0	9,378
	IM	1,015,100	0	0	0	0	0	0	1,015,100
	NHPP	210,630	0	0	0	0	0	0	210,630
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	486,533	0	0	0	0	0	0	486,533
	DI	748,506	0	0	0	0	0	0	748,506
	DIH	189,798	0	0	0	0	0	0	189,798
	DS	99,008	0	0	0	0	0	0	99,008
	NHPP	7,950,919	0	0	0	0	0	0	7,950,919
	SAAN	11,972,459	0	0	0	0	0	0	11,972,459
TOTAL 428803 1		22,800,943	109,120	0	0	0	0	0	22,910,063
TOTAL PROJECT:		22,800,943	109,120	0	0	0	0	0	22,910,063

ITEM NUMBER:432311 1
DISTRICT:02
ROADWAY ID:26060000

PROJECT DESCRIPTION:SR200(US301) FROM RAILROAD OVERPASS TO BRADFORD C/L
COUNTY:ALACHUA
PROJECT LENGTH: 3.431MI

SIS

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

	FUND	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
<hr/>									
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DIH	89,643	0	0	0	0	0	0	89,643
	DS	7,126	0	0	0	0	0	0	7,126
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DDR	1,041,090	0	0	0	0	0	0	1,041,090
	DIH	67,327	3,331	0	0	0	0	0	70,658
	DS	23,840	0	0	0	0	0	0	23,840
	NHRE	3,237,193	0	0	0	0	0	0	3,237,193
TOTAL 432311 1		4,466,219	3,331	0	0	0	0	0	4,469,550
TOTAL PROJECT:		4,466,219	3,331	0	0	0	0	0	4,469,550

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019
TIME RUN: 07.32.35
MBRMPOTP

HIGHWAYS

ITEM NUMBER:433357 1
DISTRICT:02
ROADWAY ID:26620000

PROJECT DESCRIPTION:SW 170TH STREET FROM: S OF SW 147TH AVE TO: SW 128TH PLACE
COUNTY:ALACHUA
PROJECT LENGTH: 1.180MI

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

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACTA	11,980	0	0	0	0	0	0	11,980
TALT	350,052	4,209	0	0	0	0	0	354,261
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	12,390	0	0	0	0	0	0	12,390
TOTAL 433357 1	374,422	4,209	0	0	0	0	0	378,631
TOTAL PROJECT:	374,422	4,209	0	0	0	0	0	378,631

ITEM NUMBER:433890 1
DISTRICT:02
ROADWAY ID:26080000

PROJECT DESCRIPTION:SR20 OVERPASS @ US301
COUNTY:ALACHUA
PROJECT LENGTH: .587MI

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

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	1,847	2,102	0	0	0	0	0	3,949
TOTAL 433890 1	1,847	2,102	0	0	0	0	0	3,949
TOTAL PROJECT:	1,847	2,102	0	0	0	0	0	3,949

ITEM NUMBER:433989 1
DISTRICT:02
ROADWAY ID:26900003

PROJECT DESCRIPTION:SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE
COUNTY:ALACHUA
PROJECT LENGTH: .696MI

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
TALL	104,461	0	0	0	0	0	0	104,461
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	1,106	1,765	0	0	0	0	0	2,871
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	27,804	0	0	0	0	0	0	27,804
TALL	74,911	0	0	0	0	0	0	74,911
TALT	341,308	0	0	0	0	0	0	341,308
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	3,413	5,000	0	0	0	0	0	8,413
TALT	381	2,869	0	0	0	0	0	3,250
TOTAL 433989 1	553,384	9,634	0	0	0	0	0	563,018
TOTAL PROJECT:	553,384	9,634	0	0	0	0	0	563,018

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GAINESVILLE MTP0

FLORIDA DEPARTMENT OF TRANSPORTATION
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DATE RUN: 07/05/2019
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MBRMPOTP

HIGHWAYS

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 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	500	0	0	0	0	0	500
TOTAL 433990 1	0	500	0	0	0	0	0	500
TOTAL PROJECT:	0	500	0	0	0	0	0	500

ITEM NUMBER:434321 1 PROJECT DESCRIPTION:SR20(NW 1ST AVE) FROM NW 9TH STREET TO US441 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26020064 PROJECT LENGTH: 1.188MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	62,136	0	0	0	0	0	0	62,136
DS	45,851	0	0	0	0	0	0	45,851
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	801,342	0	0	0	0	0	0	801,342
DIH	1,335	17,618	0	0	0	0	0	18,953
DS	5,613	0	0	0	0	0	0	5,613
TOTAL 434321 1	916,277	17,618	0	0	0	0	0	933,895
TOTAL PROJECT:	916,277	17,618	0	0	0	0	0	933,895

ITEM NUMBER:434322 1 PROJECT DESCRIPTION:SR20(US27) FROM COLUMBIA C/L TO NW 9TH STREET *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26040000 PROJECT LENGTH: 1.675MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	95,457	0	0	0	0	0	0	95,457
DS	58,002	0	0	0	0	0	0	58,002
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,087,291	0	0	0	0	0	0	1,087,291
DIH	3,336	26,702	0	0	0	0	0	30,038
DS	33,474	0	0	0	0	0	0	33,474
TOTAL 434322 1	1,277,560	26,702	0	0	0	0	0	1,304,262
TOTAL PROJECT:	1,277,560	26,702	0	0	0	0	0	1,304,262

ITEM NUMBER:434559 1 PROJECT DESCRIPTION:SR24(ARCHER RD) FROM US27A/BRONSON TO SW 75TH ST/TOWER RD *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:26090000 PROJECT LENGTH: 10.188MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	80,058	0	0	0	0	0	0	80,058
DIH	18,817	14,182	0	0	0	0	0	32,999

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HIGHWAYS

DS	7,021	0	0	0	0	0	0	7,021
TOTAL 434559 1	105,896	14,182	0	0	0	0	0	120,078
TOTAL PROJECT:	105,896	14,182	0	0	0	0	0	120,078

ITEM NUMBER: 437354-1
DISTRICT: 02
ROADWAY ID: 26070000

PROJECT DESCRIPTION: SR26 (NEWBERRY RD) FROM NW 75TH ST TO NW 69TH TERRACE
COUNTY: ALACHUA
PROJECT LENGTH: .568MI

SIS
TYPE OF WORK: ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	116	0	0	0	0	0	116
DS	63,790	0	0	0	0	0	0	63,790
HSP	588,493	0	0	0	0	0	0	588,493
SA	32,209	791	0	0	0	0	0	33,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	2,669,320	7,614	0	0	0	0	0	2,676,934
DDR	140,365	0	0	0	0	0	0	140,365
DS	8,297	0	0	0	0	0	0	8,297
TOTAL 437354 1	3,502,474	8,521	0	0	0	0	0	3,510,995
TOTAL PROJECT:	3,502,474	8,521	0	0	0	0	0	3,510,995

ITEM NUMBER: 439807-1
DISTRICT: 02
ROADWAY ID: 26004000

PROJECT DESCRIPTION: SR226 FROM: SR24 TO: SW 6TH STREET
COUNTY: ALACHUA
PROJECT LENGTH: 1.494MI

NON-SIS
TYPE OF WORK: LIGHTING
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	1,000	0	0	0	0	0	1,000
DS	7,470	0	0	0	0	0	0	7,470
HSP	33,060	0	0	0	0	0	0	33,060
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	8,707	0	0	0	0	0	0	8,707
TOTAL 439807 1	49,237	1,000	0	0	0	0	0	50,237
TOTAL PROJECT:	49,237	1,000	0	0	0	0	0	50,237

ITEM NUMBER: 440898-1
DISTRICT: 02
ROADWAY ID: 26010000

PROJECT DESCRIPTION: INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY
COUNTY: ALACHUA
PROJECT LENGTH: 44.977MI

SIS
TYPE OF WORK: TRAFFIC SIGNAL UPDATE
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	367,051	37,443	0	0	0	0	0	404,494
DITS	168,825	0	0	0	0	0	0	168,825
DS	35,650	0	0	0	0	0	0	35,650
NFP	494,949	0	0	0	0	0	0	494,949
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	1,287,983	1,748,242	0	0	0	0	0	3,036,225
DDR	71,028	0	0	0	0	0	0	71,028
TOTAL 440898 1	2,425,486	1,785,685	0	0	0	0	0	4,211,171
TOTAL PROJECT:	2,425,486	1,785,685	0	0	0	0	0	4,211,171

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GAINESVILLE MTPO

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MBRMPOTP

HIGHWAYS

ITEM NUMBER:443489 1
DISTRICT:02
ROADWAY ID:26260000

PROJECT DESCRIPTION:I-75(SR93) THROUGH PAYNES PRAIRIE
COUNTY:ALACHUA
PROJECT LENGTH: 2.353MI

SIS
TYPE OF WORK:GUARDRAIL
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	9,679	4,321	0	0	0	0	0	14,000
SA	0	11,000	0	0	0	0	0	11,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	19,461	0	0	0	0	0	19,461
ACSS	0	1,381,337	0	0	0	0	0	1,381,337
DS	4,896	0	0	0	0	0	0	4,896
TOTAL 443489 1	14,575	1,416,119	0	0	0	0	0	1,430,694
TOTAL PROJECT:	14,575	1,416,119	0	0	0	0	0	1,430,694
TOTAL DIST: 02	46,274,817	3,532,047	0	0	0	0	0	49,806,864
TOTAL HIGHWAYS	46,274,817	3,532,047	0	0	0	0	0	49,806,864

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TRANSIT

ITEM NUMBER:215546 1 PROJECT DESCRIPTION:GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:OPERATING FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DS	1	0	0	0	0	0	0	1
FTA	3,800,000	3,600,000	1,800,000	1,800,000	1,800,000	1,800,000	0	14,600,000
LF	3,800,000	3,600,000	1,800,000	1,800,000	1,800,000	1,800,000	0	14,600,000
TOTAL 215546 1	7,600,001	7,200,000	3,600,000	3,600,000	3,600,000	3,600,000	0	29,200,001
TOTAL PROJECT:	7,600,001	7,200,000	3,600,000	3,600,000	3,600,000	3,600,000	0	29,200,001

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 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	4,700,000	5,000,000	2,500,000	2,500,000	2,500,000	2,500,000	0	19,700,000
LF	1,175,000	1,250,000	625,000	625,000	625,000	625,000	0	4,925,000
TOTAL 404026 1	5,875,000	6,250,000	3,125,000	3,125,000	3,125,000	3,125,000	0	24,625,000
TOTAL PROJECT:	5,875,000	6,250,000	3,125,000	3,125,000	3,125,000	3,125,000	0	24,625,000

ITEM NUMBER:433076 1 PROJECT DESCRIPTION:ALACHUA CO GAINESVILLE RTS SERVICE DEVELOPMENT PROJECT *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRANSIT SERVICE DEMONSTRATION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DDR	57,915	0	0	0	0	0	0	57,915
DPTO	768,530	1,000,000	0	0	0	0	0	1,768,530
DS	20,803	0	0	0	0	0	0	20,803
LF	113,915	0	0	0	0	0	0	113,915
TOTAL 433076 1	961,163	1,000,000	0	0	0	0	0	1,961,163
TOTAL PROJECT:	961,163	1,000,000	0	0	0	0	0	1,961,163

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 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
FTA	0	728,002	364,001	364,001	364,001	364,001	0	2,184,006
LF	0	162,000	91,000	91,000	91,000	91,000	0	546,000
TOTAL 441520 1	0	910,002	455,001	455,001	455,001	455,001	0	2,730,006
TOTAL PROJECT:	0	910,002	455,001	455,001	455,001	455,001	0	2,730,006

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FLORIDA DEPARTMENT OF TRANSPORTATION
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MBRMPOTP

TRANSIT

ITEM NUMBER:442887 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:GAINESVILLE RTS LO-NO EMISSIONS PURCHASE ELECTRIC BUSES/CHARGERS
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	1,000,000	0	0	0	0	0	1,000,000
LF	0	410,000	0	0	0	0	0	410,000
TOTAL 442887 1	0	1,410,000	0	0	0	0	0	1,410,000
TOTAL PROJECT:	0	1,410,000	0	0	0	0	0	1,410,000
TOTAL DIST: 02	14,436,164	16,770,002	7,180,001	7,180,001	7,180,001	7,180,001	0	59,926,170
TOTAL TRANSIT	14,436,164	16,770,002	7,180,001	7,180,001	7,180,001	7,180,001	0	59,926,170
<hr/>								
GRAND TOTAL	60,710,981	20,302,049	7,180,001	7,180,001	7,180,001	7,180,001	0	109,733,034



September 25, 2019

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

If the Fiscal Years 2020-21 to 2024-25 Tentative Five-Year Work Program is available for the advisory committee meetings, develop recommendations for the Metropolitan Transportation Planning Organization.

BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program to the State Legislature. The Florida Department of Transportation Tentative Five-Year Work Program lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2020-21 to 2024-25). The draft Tentative Five-Year Work Program is not yet available. None of the following Metropolitan Transportation Planning Organization recommendations submitted on December 18, 2018 were included in the final Work Program:

- A. Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;
- B. Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;
- C. Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations;
- D. Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Continuous Left Turnlane installation from NW 16th Avenue to U.S. 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds;
- E. Priority 5 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Removal of Sliplanes; and
- F. Priority 6 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Traffic Signal Update Project [4358911] consideration of the removal of the sliplanes in scoping and design of traffic signal update.

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 receive requests for new projects to be added to, or existing projects to be deleted from, the Tentative Five-Year Work Program.

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September 25, 2019

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail Application Notices

STAFF RECOMMENDATIONS

- 1. Refer the Transportation Alternatives Program, Safe Routes to School and Shared-Use Nonmotorized Trail grant applications to Alachua County and the City of Gainesville; and**
- 2. Authorize the Chair to endorse, as necessary, the Transportation Alternatives Program, Safe Routes to School and Shared-Use Nonmotorized Trail grant applications by Alachua County and the City of Gainesville for the projects within the Gainesville Metropolitan Area:**

BACKGROUND:

The Metropolitan Transportation Planning Organization has received notification of the Transportation Alternatives Program and Shared-Use Nonmotorized Trail grant application cycles (see Exhibits 1 and 2). These notifications were forwarded to Alachua County and City of Gainesville staff (see Exhibits 3 and 4).

Currently, the Transportation Improvement Program includes the following three Transportation Alternatives Program-funded and two Safe Routes to School-funded projects:

- *Archer Road bicycle/pedestrian trail from SW 75th Terrace to SW 41st Boulevard;*
- *SW 27th Street bicycle/pedestrian trail from Williston Road to SW 35th Place;*
- *NW 19th Lane bicycle/pedestrian facility from NW 16th Terrace to NW 13th Street;*
- *NE 18th Avenue sidewalk from NE 12th Street to NE 15th Street; and*
- *NW 42nd Avenue sidewalk from NW 18th Street to NW 16th Street.*

Additional exhibits include:

- Exhibit 5 - Transportation Alternatives Program eligibility criteria;
- Exhibit 6 - Transportation Alternatives Program grant application;
- Exhibit 7 - Safe Routes to School Application Guidance;
- Exhibit 8 - Safe Routes to School Application;
- Exhibit 9 - Shared-Use Nonmotorized Trail Application; and
- Exhibit 10 - List of Priority Projects Bicycle/Pedestrian Project Priorities.

Attachments

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

EXHIBIT 1



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue, MS 2007
Lake City, FL 32025-5874

KEVIN J. THIBAUT, P.E.
SECRETARY

September 13, 2019

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 2026. 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 also sent 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 FY2020- FY2025 work program and do NOT need a new application (this list includes projects inside and outside the MTPO boundary):

- | | | |
|------------|---------------------|--|
| • 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 |
| • 4373331 | Bike Lanes/Sidewalk | NW 19 th Lane from NW 16 th Terr to US 441/NW 13 th St
(Cycle Track) |
| • 442886-2 | Bike Path/Trail | Nature Coast Trail from Gilchrist CL to Newberry
(Right of Way Acquisition) |

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 13, 2019**. 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.

EXHIBIT 2



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue, MS 2007
Lake City, FL 32025-5874

KEVIN J. THIBAUT, P.E.
SECRETARY

September 16, 2019

Gainesville MTPO: Sent via e-mail

The Florida Department of Transportation is soliciting project applications for the Shared-Use Nonmotorized Trail (SUN Trail) program for the Work Program cycle for Fiscal Year 2026. The SUN Trail Program was created in 2015 to develop a statewide system of paved multi-use trails for bicyclists and pedestrians, physically separated from the road. The Department receives an annual allocation of approximately \$25,000,000 in SUN Trail funds per year to be allocated statewide.

Eligible Projects: The following types of projects are eligible for SUN Trail funding:

1. Documentation that the project will be developed as a paved multi-use trail within the SUN Trail network: at minimum this will include transmittal of a map illustrating the project limits within the SUN Trail network, the typical section schematic, and applicable information must be provided in the "Request for Funding".
2. Documentation provided that the project is a priority of the applicable authority: at minimum this will include transmittal of an adopted prioritization list of projects/supporting resolution and other applicable information provided in the "Request for Funding".
 - a. If the project is within a boundary of a MPO, it must be a MPO priority.
 - b. If outside of MPO boundaries, the project must be a priority of the county (inclusive of their municipalities), tribal government, federal or state agency.
3. Documentation that a non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager): this will include transmittal of applicable "Request for Funding" information.
4. Documentation that the project is consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s): this will include applicable project concurrency information.

Eligible Applicants: City and County Government, State Agencies, Federal Agencies, Tribal Government and MPO's may submit applications. Private citizens, non-profit organizations and similar "Friends of ..." organizations may fill out the applications. However, the application will only be considered if it is signed by the above long-term trail manager.

Number of Applications: Applicants may submit an unlimited number of grant applications, for any number of project sites. Each project site needs a separate application form.

Application Deadline: Completed applications, including maps, an estimate, prioritization and required signatures must be received no later than 5:00 p.m. Eastern Standard Time (EST) on December 20, 2019. This is a firm deadline and will not be extended.

How to Submit an Application: The preferred method is to submit the application through the new Grant Application Program (GAP – online system) by clicking here: <https://www.flgap.com/>. GAP System Support is provided at: 888-238-9707 or flgap@blackcatsupport.com. This system will accept SUN Trail applications beginning October 1, 2019.

A user id is required for access to GAP. Please email me with the name, title, mailing address, phone number and email address of the person who will be uploading the application to GAP.

Because the GAP system is still a new system, applicants having difficulty with GAP may submit projects directly to Barney Bennette at the email or postal mailing address below. Submit completed applications **no later than 5:00 p.m. Eastern Standard Time (EST) on December 20, 2019.** This is a firm deadline and will not be extended.

For Alachua County, the following SUN Trail Projects are already in the tentative FY 2020 - FY2025 work program or a valid application is on file. These do NOT need a new application. This list includes projects inside and outside the Gainesville MTPO boundary. The Department also sent a separate solicitation letter to Alachua County.

FM Number	Trail System	Description	Status in the Tentative Work Program
4391751	Nature Coast Trail Extension	SR 26 from Jonesville to Newberry	Design: FY 2024 Construction: Unfunded
4399342	Archer Road	SR 24 (Archer Road) from SW 75th Terrace to SW 41st Blvd	Design: FY 2017 Construction: FY 2020
N/A	Hawthorne to Palatka	SR 20 at US 301 Pedestrian Bridge	Unfunded Valid application on file
N/A	Nature Coast Trail Extension	SR 24 Newberry Lane to NW 260th Street (Thru Newberry)	Unfunded Valid application on file
N/A	Archer to Bronson	SR 24 from Archer to Bronson (Note SUN Trail network ends at Levy County Line)	Unfunded Valid application on file


Please note the following:

- Projects off the State Highway System must be designed and constructed by the Local Agency via a Joint Participation Agreement (JPA).
- The Department does not intend to fund right of way acquisition except under very limited circumstances. If all the Right-of-Way necessary to construct the project is not currently in public ownership, a method to acquire the right of way should be described in the application.

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.

There is an extensive amount of information about the SUN Trail program at www.floridasuntrail.com . 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
--	--

From: Mike Escalante
Sent: Friday, September 13, 2019 5:15 PM
To: Deborah Leistner (leistnerd@cityofgainesville.org); Jeff Hays (jhays@alachuacounty.us)
Cc: Dekova Batey (bateydt@ci.gainesville.fl.us); Chris Dawson; Scott Koons
Subject: FW: Gainesville MTPO - Transportation Alternatives Program Solicitation for FY 2026
Attachments: Transportation Alternatives Project Application FY 2026.pdf; FDOT TAP Eligibility Guidance 2019.pdf; Gainesville MTPO - TAP Solicitation 2026 letter.pdf

FYI,

The TAP application deadline precedes the MTPO December meeting. Therefore, if you are interested in submitting any applications, please provide an appropriate project description by October 11, 2019. This will enable us to include an agenda item for authorizing the MTPO Chair to sign/endorse any applications to be submitted to FDOT at the October 28, 2019 MTPO meeting

mike



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

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

From: Bennette, Barney [<mailto:Barney.Bennette@dot.state.fl.us>]
Sent: Friday, September 13, 2019 4:50 PM
To: Schwabacher, Mari; Lynn Godfrey; Mike Escalante; Scott Koons
Subject: Gainesville MTPO - Transportation Alternatives Program Solicitation for FY 2026

The Florida Department of Transportation is now soliciting for potential FY 2025 Transportation Alternatives Program projects. Attached for your use is an application form and letter requesting applications as well as an updated copy of the Project Eligibility Guidance.

The application may be submitted by email or to the postal address below.

The Transportation Alternatives Program (TAP) was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. TAP projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

For more information on the Transportation Alternatives Program, please see
<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

Applications are due back to the Department by December 13, 2019. Feel free to submit the applications earlier if possible. All applications should be sent to Barney Bennette at the following email or postal address:

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

Help keep this email list current. If you'd like to be removed from further solicitations, or if you know someone that needs to be added, please reply to this email and let me know.

Thanks,

Barney Bennette, PE
Florida Department of Transportation, District 2
Transportation Planning Manager
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821

From: Mike Escalante
Sent: Monday, September 16, 2019 5:06 PM
To: Deborah Leistner (leistnerdl@cityofgainesville.org); Jeff Hays (jhays@alachuacounty.us)
Cc: Dekova Batey (bateydt@ci.gainesville.fl.us); Chris Dawson; Scott Koons; 'Dixon, Linda B'
Subject: FW: Gainesville MTPO - SUN Trail Program Solicitation for FY 2026
Attachments: SunTrail_RequestForFunding.pdf; Gainesville MTPO - SUN Trail Solicitation 2026 letter.pdf

FYI,

Although the SUNtrail application deadline is soon after the MTPO December meeting, we will include the topic in the October MTPO and advisory committees meetings along with the TAP and SR2S applications. Therefore, if you are interested in submitting any SUNtrail applications for projects within the Gainesville Metropolitan Area, please provide an appropriate project description by October 11, 2019. This will enable us to include an agenda item for authorizing the MTPO Chair to sign/endorse any applications to be submitted to FDOT at the October 28, 2019 MTPO meeting

mike



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

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

From: Bennette, Barney [<mailto:Barney.Bennette@dot.state.fl.us>]
Sent: Monday, September 16, 2019 4:53 PM
To: Schwabacher, Mari; Lynn Godfrey; Mike Escalante; Scott Koons; kwright@highsprings.us
Subject: Gainesville MTPO - SUN Trail Program Solicitation for FY 2026

The Florida Department of Transportation (FDOT) is soliciting new proposals for funding Regional Trail System and Individual Trail projects through the **Shared-Use Nonmotorized (SUN) Trail program** for inclusion in the Tentative Five Year Work Program development cycle. Projects programmed for this cycle will be funded as early as Fiscal Years FY 2026.

Authorization for the SUN Trail program is under [Section 339.81, Florida Statutes](#). FDOT will consider the following phases of project development: corridor planning, preliminary, and environmental planning; design; acquisition of right-of-way; new construction; or reconstruction of trail surfaces and bridges, and maintenance.

To receive consideration for SUN Trail funding, a complete "Request for Funding" for each eligible Regional or Individual Trail project with applicable information, including the prioritization and required signatures **no later than 5:00 p.m., Eastern Standard Time, December 20, 2019**. Applications should be submitted via the Grant Application Program.

Proposals not meeting the Eligibility Criteria, and ineligible projects and phases will not receive funding consideration. New proposals for funding consideration should be submitted if a project was previously deemed ineligible, but now meets the Eligibility Criteria or if FDOT did not receive complete project information during the prior solicitation period.

For complete information regarding the Florida Shared-Use Nonmotorized (SUN) Trail Program, please visit www.floridasuntrail.com

Thanks,

Barney Bennette, PE
Florida Department of Transportation, District 2
Transportation Planning Manager
1109 S. Marion Avenue, MS 2007

Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821

Florida Department of Transportation

Transportation Alternatives Set-Aside Program Guidance and Procedures

Fiscal Year 2020

Effective June 2019



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Important Information for Project Sponsors

- Transportation Alternatives Set-Aside (TA Set-Aside) is a federal cost reimbursement grant program-- no money is provided upfront.
- Normally, the federal share for TA Set-Aside projects is the same as for the general Federal-aid Highway Program: 80 percent federal/20 percent state and/or local match. However, the State of Florida has elected to utilize toll credits to serve as the state and local match for the TA Set-Aside program. Therefore, project sponsors are not required to provide the 20 percent match. For "over 200,000 population" funds, Metropolitan Planning Organizations (MPOs) within Transportation Management Areas (TMAs) may solicit a local match as part of their program guidelines.
- Projects must conform to one of the 10 categories of eligibility, as described on page 13 of this guidance.
- Effective December 2015, with the passing of the Fixing America's Surface Transportation (FAST) Act, nonprofit organizations that oversee the administration of local transportation safety programs are now eligible project sponsors. All other non-profits remain ineligible.
- FDOT requires infrastructure projects be implemented by a Local Agency Program (LAP) certified agency; this includes phases of work leading to construction, or activities specifically identified in the definition of "construction" in Title 23 of the United States Code, Section 101(a)(4). Non-profit organizations are not eligible for LAP certification. Note: In limited circumstances, planning studies and research studies would not require LAP certification.
- If the project sponsor is not LAP certified, they may partner with a LAP certified agency to serve as the implementing agency. The implementing agency must be LAP certified at the time the project is programmed. An overview of the requirements of federally funded projects and FDOT local project implementation process can be found in the FDOT LAP Manual at <https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtml>.
- Non-infrastructure projects do not require LAP certification; this includes equipment purchases. These projects will be treated as non-traditional federal awards. Please see the FDOT Work Program Instructions for more information on non-traditional federal awards.
- FDOT is a decentralized agency, and each FDOT district office is responsible for administering their share of TA Set-Aside funding in compliance with the FAST Act. For district TA Set-Aside information and contacts, see Appendix A of this guidance.
- Safe Routes to School (SRTS) projects are eligible for TA Set-Aside funding but will need to comply with the Florida SRTS program requirements if FDOT SRTS program funds are to be used on any phase of the project. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtml>.

Purpose

This Transportation Alternatives Set-Aside (TA Set-Aside) Guidance was developed by the Florida Department of Transportation (FDOT) in response to the changes resulting from the passage of the Fixing America's Surface Transportation Act. This document was developed to provide guidance for the consistent implementation of TA Set-Aside across the State and will be updated annually.

This document provides information on how FDOT administers TA Set-Aside funding, including:

- Eligible project sponsors
- Eligible project activities
- Project applications
- Project selection, and
- Other regulatory requirements

Background

Transportation Alternatives Set-Aside is a continuation of a federal transportation funding program first established as the Transportation Enhancement Program under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Transportation Enhancement Program saw little to no changes from 1991 to 2012 as it was carried forward through two subsequent transportation funding bills: The Transportation Efficiency Act for the 21 Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

However, the Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in 2012 established a new program to provide for a variety of alternative transportation projects. The Transportation Alternatives Program (TAP) consolidated funding from Transportation Enhancements, Safe Routes to School, and the Recreational Trails Program (RTP), which were separately funded programs under SAFETEA-LU, into a single funding source. RTP funding was made a set-aside from the TAP funds; unless the Governor opts out, the RTP apportionment was to be set aside from the State's TAP funds specifically for RTP.

In December 2015, the Fixing America's Surface Transportation (FAST) Act was passed, eliminating MAP-21 TAP and replacing it with "a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA)." The new program, referred to as the [Transportation Alternatives Set-Aside or TA Set-Aside](#), includes all the same provisions as TAP, with one notable change: nonprofit organizations that oversee the administration of local transportation safety programs are now eligible project sponsors. In Florida, RTP is set-aside from the State's TA funds.

Transportation Alternatives Set-Aside Overview

The TA Set-Aside program provides funding for programs and projects consistent with details described under 23 U.S.C. 133(h)(3), including 1) Transportation Alternatives, 2) Recreational Trails Program, 3) Safe Routes to School Program, and 4) planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.¹

Florida administers TA Set-Aside funds through the Florida Department of Transportation (FDOT); the Florida Department of Environmental Protection manages the Recreational Trails Program (RTP) funds. For more information on the administration of RTP funds, visit <https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program>. This program guidance will focus on how the remaining TA Set-Aside funds are administered by FDOT for Transportation Alternatives. Note that FDOT includes Safe Routes to School as eligible projects under Transportation Alternatives.

¹ Note that Florida has opted not to use TA Set-Aside funds for planning, designing or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Transportation Alternatives Funding

Nationally, \$850 million is available for eligible projects through the TA Set-Aside program in FY2020.² As defined in the FAST Act, each state receives the same proportionate share of these funds as they received in FY2009 through the Transportation Enhancement Program. This translates into an overall apportionment of \$51,733,446 in TA Set-Aside funds for the State of Florida in FY2020, including Recreational Trails Program (RTP) funding.³

Funding Allocations

Per the legislation, Florida has set aside \$2,602,532 for the RTP in FY2020, and the remaining \$49,130,914 is allocated to Transportation Alternatives and then divided into two categories:

1. Fifty (50) percent of the funds are allocated to any area of the State ("any area").
2. Fifty (50) percent of the funds are sub-allocated to areas based on population ("by population").

The "any area" funds may be used on any project within the state, while "by population" funds must be spent in the region to which they are allocated. The "by population" sub-allocations are based on the share of the population located in the following areas of the State according to the most recent Census:

- Areas with a population of 5,000 or less;
- Areas with a population between 5,001 and 200,000;
- Areas with an urbanized area population greater than 200,000

The funding allocations are further explained below. Figure 2 provides a flowchart of Florida's distribution of FY2020 TA Set-Aside Program funds.

Statewide TA Set-Aside or "Any Area" funds - FDOT work program fund code TALT

The FAST Act allocates funding to be used statewide at the discretion of the state.

- Approximately \$24.5 million has been allocated to FDOT for "any area" funds in FY 2020.
- Funding can be used anywhere in the state.
- TALT (any area) funds are apportioned to districts using a statutory formula that is based on population and fuel tax.
- The competitive application round for these funds is open to all eligible sponsors within FDOT districts, including sponsors located in urbanized areas that receive TA Set-Aside funding allocations

"By Population" funds

Areas with less than 5,000 Population - FDOT work program fund code TALN

The FAST Act allocates funding to areas with less than 5,000 population. Approximately \$3 million has been allocated to FDOT for this population category in FY 2020.

Areas with greater than 5,000 but less than 200,000 Population - FDOT work program fund code TALL

The FAST Act allocates funding to areas of greater than 5,000 but less than 200,000 population. Approximately \$3.3 million has been allocated to FDOT for this population category in FY 2020.

Areas with greater than 200,000 Urbanized Population - FDOT work program fund code TALU

The FAST Act allocates funding directly to urbanized areas with a population greater than 200,000, otherwise known as Transportation Management Areas (TMAs).

² <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

³ Estimate based on 2019 distribution: https://www.fhwa.dot.gov/legisregs/directives/notices/n4510832/n4510832_t2.cfm

FDOT TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM GUIDANCE AND PROCEDURES

- According to the Federal Register, Volume 77, No. 138⁴, there are 15 designated TMAs in Florida: Miami, Tampa-St. Petersburg, Orlando, Jacksonville, Sarasota-Bradenton, Cape Coral, Palm Bay-Melbourne, Port St. Lucie, Palm Coast-Daytona Beach-Port Orange, Pensacola, Florida-Alabama, Kissimmee, Bonita Springs, Lakeland, Tallahassee, and Winter Haven.
- Florida has 27 Metropolitan Planning Organizations (MPOs) serving metropolitan areas with a wide range of population sizes. In Florida, MPOs are also referred to as Transportation Planning Organizations (TPO) and Transportation Planning Agencies (TPA); for the purposes of this document, they will collectively be called MPOs. Eighteen (18) of the State's 27 MPOs are represented within the State's fifteen 15 TMAs (Figure 1).
 - » Approximately \$19 million in "over 200K population" funds for TMAs has been allocated to FDOT for FY2020. This amount is divided among the 15 TMAs based on population (Figure 2).
 - » Eligible entities (Project Sponsors) within TMAs submit eligible projects which are prioritized and selected through a competitive process administered by the MPOs in consultation with their FDOT district office.

FDOT is a decentralized agency, and each FDOT district office receives an apportionment of TA Set-Aside funds to administer through a competitive process in compliance with the FAST Act. The FY2020 funding apportionment by FDOT district is detailed in Table A.

Table A: Florida Transportation Alternatives Set-Aside Funding Apportionment by FDOT District, FY2020

District	Any Area Funds (FDOT Fund Code TALT)	Population < 5K (FDOT Fund Code TALN)	Population > 5K but < 200K (FDOT Fund Code Code TALL)	Population > 200K (FDOT Fund Code TALU)	Total
1	\$3,461,501	\$384,463.05	\$545,541	\$2,544,874	\$6,936,378
2	\$2,777,848	\$689,377.01	\$687,280	\$1,391,796	\$5,546,301
3	\$1,824,492	\$739,743.56	\$608,347	\$750,009	\$3,922,592
4	\$4,557,648	\$105,532.22	\$182,987	\$4,432,039	\$9,278,206
5	\$5,180,441	\$267,635.92	\$819,011	\$3,431,663	\$9,698,750
6	\$3,108,324	\$52,693.40	\$63,890	\$3,248,608	\$6,473,515
7	\$3,655,204	\$58,849.85	\$370,744	\$3,190,373	\$7,275,171
FDOT Total	\$24,565,457	\$2,298,295	\$3,277,801	\$18,989,362	\$49,130,914

Source: FDOT Work Program and Budget, October 30, 2018. Figures do not include Recreational Trails Program funding. Figures may vary slightly from Federal Register (Figure 2) due to rounding.

Note: Table A describes federal funding that has been allocated for FY2020 via legislation and apportioned to FDOT districts. However, FDOT operates under a 5-year work program in order to maximize production and service capabilities. Project applications submitted in FY2020 will be tied to FY2025 planning and funding. Check with your district and/or MPO for more information on amounts available for project applications.

Funding and Matching Requirements

Normally, the federal share for TA Set-Aside projects is the same as for the general Federal-aid Highway Program: 80 percent federal/20 percent state and/or local match. However, the State of Florida has elected to utilize toll credits to serve as the state and local match for the TA Set-Aside program. Therefore, project sponsors are not required to provide the 20 percent match.

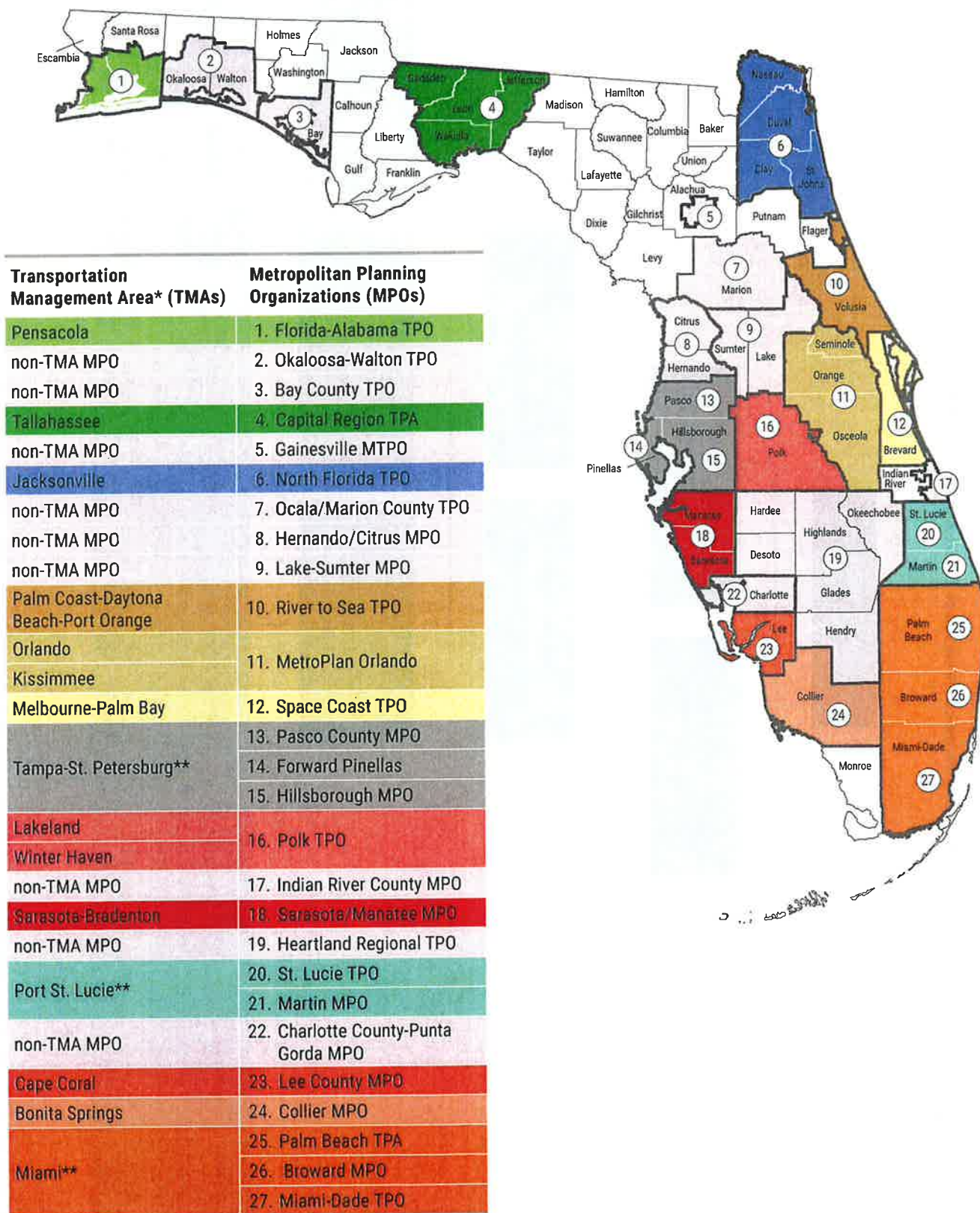
FDOT generally administers TA Set-Aside projects through the Local Agency Program (LAP). Information on the LAP can be found on FDOT's LAP webpage at <https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtml>.

Cost Reimbursement of Approved Expenses

TA Set-Aside is a cost reimbursement grant program. Projects must go through multiple levels of review and approval to become eligible for reimbursement. Once the Federal Highway Administration (FHWA) has authorized a project and the project sponsor has entered into an agreement with FDOT, project costs may be incurred and ultimately reimbursed. Note that costs incurred prior to FHWA authorization and execution of the agreement are not eligible for reimbursement.

⁴ <https://www.govinfo.gov/content/pkg/FR-2012-07-18/pdf/2012-17514.pdf>

Figure 1: Map of Florida Metropolitan Planning Organizations

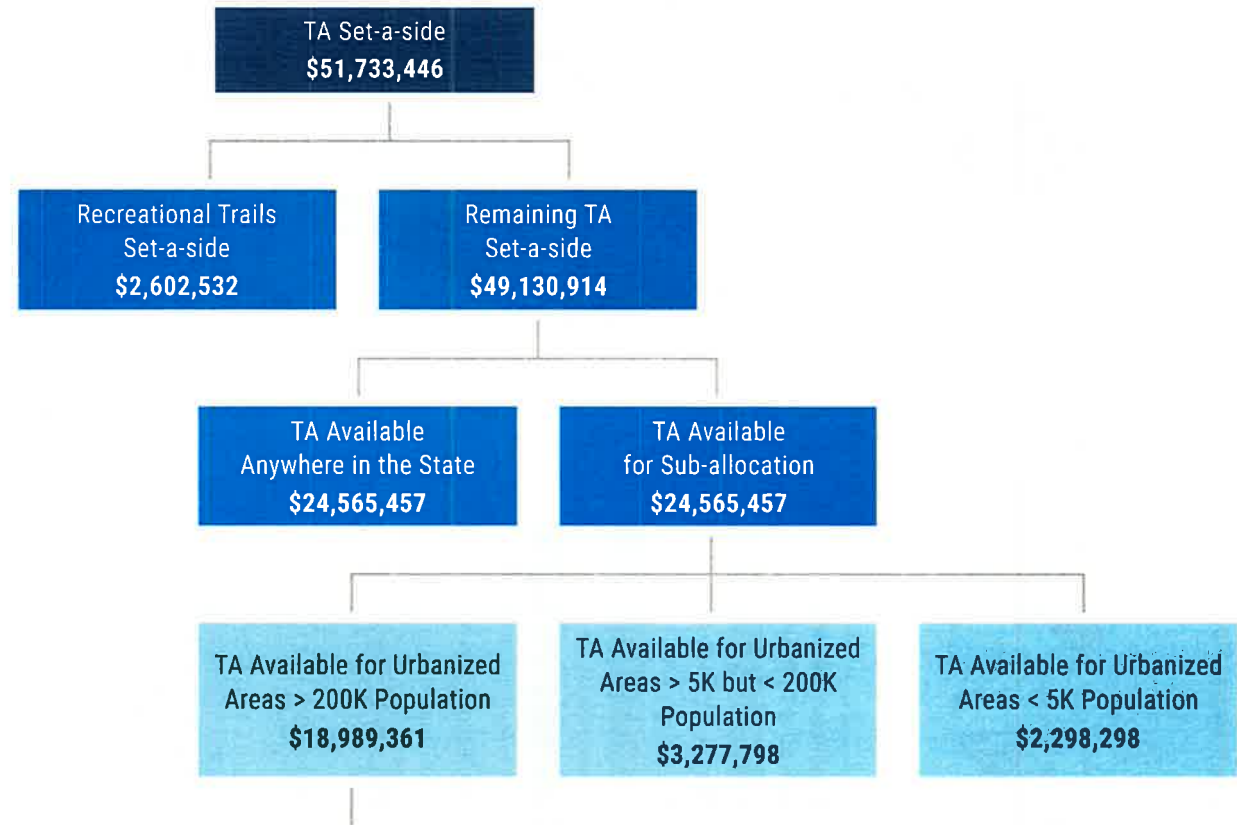


* Urbanized population over 200,000

** Tampa-St. Petersburg, Port St. Lucie and Miami TMA's contain multiple MPOs.

FDOT TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM GUIDANCE AND PROCEDURES

Figure 2: Florida's Distribution of TA Set-Aside Program Funds



TMA	Sarasota-Bradenton	Cape Coral	Bonita Springs	Lakeland	Winter Haven	Jacksonville	Pensacola	Tallahassee	Port St. Lucie	Miami			Orlando	Melbourne-Palm Bay	Palm Coast-Daytona Beach-Port Orange	Kissimmee	Tampa-St. Petersburg			
District	1	1	1	1	1	2	3	3	4		4	6	5	5	5	5	7			
MPOs included in TMA	Sarasota/Manatee MPO	Lee County MPO	Collier MPO	Polk TPO	Polk TPO	North Florida TPO	Florida-Alabama TPO	Capital Region TPA	St. Lucie TPO	Martin MPO	Broward MPO	Palm Beach TPA	Miami-Dade TPO	MetroPlan Orlando	Space Coast TPO	River to Sea TPO	MetroPlan Orlando	Forward Pinellas	Hillsborough MPO	Pasco County MPO

Source: Federal Register, Volume 77, No. 138, <https://www.govinfo.gov/content/pkg/FR-2012-07-18/pdf/2012-17514.pdf>

February 7, 2019

Eligible Entities (Project Sponsors)

Eligible entities are those that can receive TA Set-Aside program funds. The FAST Act carried forward the eligible entities from the TAP in MAP-21 and adds “non-profit entities responsible for the administration of local transportation safety programs” as eligible sponsors. Eligible project sponsors descriptions below are adapted from 23 U.S.C. 213(c)(4)(B).



- **Local governments.** Local government entities include any unit of local government below a State government agency, except for an MPO*. Examples include city, town, township, village, borough, parish, or county agencies.
- **Regional transportation authorities.** Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section of the legislation [23 U.S.C. 135(m)].
- **Transit agencies.** Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
- **Natural resource or public land agencies.** Natural resource or public land agencies include any federal, tribal, state, or local agency responsible for natural resources or public land administration. Examples include:
 - » State or local park or forest agencies;
 - » State or local fish and game or wildlife agencies;
 - » Department of the Interior Land Management Agencies; and
 - » U.S. Forest Service.
- **School districts, local education agencies, or schools.** School districts, local education agencies, or schools may include any public or non-profit private school. Projects should benefit the general public and not only a private entity.
- **Tribal governments**
- **Non-profit entity responsible for the administration of local transportation safety programs.** Examples include a non-profit entity responsible for:
 - » a local program implementing 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; and
 - » a safe routes to school program.
- **Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails that the State determines to be eligible and consistent with the goals of 23 U.S.C. 213 (c).**

**The Florida Department of Transportation and Metropolitan Planning Organizations (MPO) are not eligible project sponsors; however, they may partner with an eligible project sponsor and serve as the implementing agency to help a project sponsor carry out a project.*

Non-profit organizations are not eligible project sponsors unless they qualify through one of the eligible entity categories listed above (e.g., where a non-profit organization is a designated transit agency, school, or an entity responsible for the administration of local transportation safety programs). Non-profit organizations that do not qualify via the legislation are eligible to partner with any eligible entity on an eligible project, if State or local requirements permit.

FDOT requires infrastructure projects be implemented by a LAP certified agency; this includes phases of work leading to construction, or activities specifically identified in the definition of “construction” in Title 23 of the United States Code, Section 101(a)(4). In limited circumstances, planning studies and research studies would not require LAP certification. Non-profit organizations are not eligible for LAP certification. If the project sponsor is not LAP certified, they may partner with a LAP certified agency to serve as the implementing agency. An overview of the requirements of federally funded projects and FDOT local project implementation process can be found in the FDOT LAP Manual at <https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtm>.

Non-infrastructure projects do not require LAP certification; this includes equipment purchases. These projects will be treated as non-traditional federal awards. Please see the FDOT Work Program Instructions for more information on non-traditional federal awards.

Eligible Projects and Activities

TA Set-Aside funds may be obligated for projects or activities described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213(b)(1) as such provisions were in effect on the day before the date of enactment of the FAST Act. To be eligible for funding under the TA Set-Aside program, projects must fall under at least one of the ten categories outlined in the legislation (Table B).

However, the legislation gives “states and Metropolitan Planning Organizations (MPOs)...discretion about how to establish project priorities, or whether to fund (or not fund) particular categories. There is no requirement to consider all eligible TA activities equally.”⁵ FDOT developed TA Set-Aside project eligibility guidance (Appendix B) to provide specific examples of eligible projects and activities in each category described in the legislation. The content is based on guidance from FHWA, and input from FDOT’s Transportation Alternatives Working Group, made up of FDOT district representatives.

Note that the FDOT TA Set-Aside Project Eligibility Guidance is not intended to be comprehensive, but instead provides examples to assist applicants in understanding eligible project types. The final decision on project eligibility remains at the discretion of the district reviewing the application as long as it is consistent with federal eligibility.

Table B: TA Set-Aside Eligible Project Categories

TA Set-Aside Eligible Project Categories	
1.	Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2.	Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3.	Conversion and use of abandoned railroad corridors for non-motorized use
4.	Construction of turnouts, overlooks, and viewing areas
5.	Inventory, control or removal of outdoor advertising
6.	Historic preservation and rehabilitation of historic transportation facilities
7.	Vegetation management practices in transportation rights of way
8.	Archaeological activities related to impacts from transportation projects
9.	Environmental mitigation activities
10.	Safe Routes to School: Safe Routes to School projects are eligible under TA Set-Aside. For additional information on eligible activities, see https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#EligibleProjects . Note: FDOT also has a state Safe Routes to School Program. For more information on that program visit https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtml

Note: Utility work is not eligible for funding unless it's incidental to a project and in-kind replacement, such as relocating a manhole when creating a bike lane.

Project Eligibility Determinations

Project sponsors should propose projects that clearly fit into the eligible categories defined in this document. It is the responsibility of the project sponsor to explain in their application how the project aligns with the guidelines for eligible project activities. FDOT districts will make the final determination on project eligibility and will disallow any project that is not clearly eligible.

⁵ https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

Project Sponsor Expectations and Requirements

It is the responsibility of each project sponsor to read this guidance, and any additional guidance or materials from their district or MPO as appropriate, and become familiar with the application, selection, and implementation procedures associated with the FDOT TA Set-Aside program. Applying for federal funds begins a significant undertaking, which must be led by the project sponsor from start to finish. Project sponsors unable to navigate the federal requirements may be subject to forfeiture of awarded funds and project cancellation. Note: the use of federal funds on any phase of the project federalizes all phases of the project, meaning that all other phases of the project also become subject to federal requirements.

An overview of the requirements and process for a locally-administered federal project can be found in the FDOT Local Agency Program (LAP) Manual at <https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtml>. This manual describes the FDOT local project implementation process and requirements of federally funded projects, including those funded through the TA Set-Aside Program.

Project Application Submittal Process

Each FDOT district administers its portion of Florida's TA Set-Aside Program funds through an annual competitive application process. This section generally describes the application cycle, application form and submittal process for TA Set-Aside funds. Please contact your appropriate FDOT district for specific information related to its application cycle and process; See Appendix A for district TA Set-Aside contact information.

Application Cycle

Applications for TA Set-Aside projects may be submitted on an annual basis. While each district office sets its own schedule for application submittals and evaluations, a general schedule that reasonably follows the Work Program cycle is provided in Table C. Applicants should contact their respective district office for specific schedule dates.

**Table C: Typical FDOT TA Set-Aside Application Cycle
(Varies by District)**

Process Step	Date Range
Project Planning & Development	Ongoing
Application Solicitation	October - December
Application Submittal	January - February
Committee Presentations	March - April
Eligibility/Feasibility Determination	May - June
Work Program Estimate Update	July - mid-August
Submit Priority List	September

Application Form

FDOT has developed a sample TA Set-Aside application form that has been used by the districts in the development of district-specific application forms. The sample application is attached to this guidance document in Appendix C and can be used as a general reference, but please contact your appropriate FDOT district for specific information related to its application form.

Project Budget

The project application must include a well-defined scope of work which lays the foundation for an accurate budget. Budget considerations are very important, and an itemized list of anticipated expenses (including labor, supplies, materials and other anticipated costs) should be provided in the application. Cost estimates must be based on the year in which the project is anticipated to be delivered rather than the year that the application is submitted.

The budget should be divided into project development phases. The most common phases include planning, preliminary engineering, right-of-way acquisition, construction and Construction Engineering and Inspection (CEI) services. The budget should identify all sources of funding and how each activity will be funded. Sources of funds other than TA Set-Aside may include other federal funds (not US DOT funds), state, local, donated services, in-kind services, volunteer and Youth Conservation Corps.

Project sponsors are responsible for all cost overages, including those caused by inaccurate or incorrect project cost estimating.

Note: As each FDOT district has established procedures for administering its apportionment of Transportation Alternatives Set-Aside funding, some districts and MPOs have set minimum or maximum project costs, or both. Some districts only reimburse for selected phases of the project. It is the responsibility of the project sponsor to read relevant district and MPO application materials in addition to this guidance.

Application Submittal

FDOT districts work with and through their region's MPOs and counties to solicit and receive TA Set-Aside project applications.

MPO Areas

In all MPO areas, regardless of population, the MPOs manage the TA Set-Aside application collection. Applications are to be submitted to the MPO with copies provided to the respective FDOT district office. Please contact your FDOT district to obtain MPO contact information for the TA Set-Aside Program.

Areas Outside MPOs

For areas outside of MPOs, applications are to be collected by the appropriate county commission for submission to their respective FDOT district office.

Project Selection and Programming

The FAST Act requires TA Set-Aside projects be selected through a competitive selection process (23 U.S.C. 133(h)(2)). While FDOT is responsible for programming all TA Set-Aside funds, the legislation gives TMAs the authority to develop and administer their own competitive selection procedures for funds sub-allocated to areas with greater than 200,000 population. FDOT oversees TMA procedures and more directly manages selection of projects for all other TA Set-Aside funds, but consults with MPOs and local agencies, regardless of population size, to ensure that MPO and/or county priorities are considered.

Once the evaluation and prioritization process is completed and approved, the FDOT district office will program projects based on priority, the availability of funds, the implementing agency, and the capacity of the applying agency to implement the project.

FHWA has issued guidance that explains who is responsible for the selection process and Table D describes how TA Set-Aside project selection is managed in Florida. As neither the FAST Act nor FHWA have established standards, procedures, or processes for the competitive selection of projects, development of a competitive selection process is left to the State and MPOs.

TA Set-Aside Project Selection Criteria

Each agency that evaluates TA Set-Aside applications, whether an MPO, county, or FDOT district office, must utilize documented selection criteria to evaluate project applications. At a minimum, the selection criteria must include an assessment of sponsor and project eligibility, an assessment of project feasibility, and a description of additional selection factors to guide evaluation and prioritization by the appropriate parties. These three selection criteria categories are further described below.

- 1. Eligibility.** Is the project sponsor an eligible applicant and does the project fit within the eligible project categories for the TA Set-Aside program? FDOT has developed TA Set-Aside project eligibility guidance (Table B) to clarify how the state interprets which specific projects are eligible in Florida. However, this guidance is not intended to be comprehensive, and the final decision on project eligibility remains at the discretion of the district.
- 2. Feasibility.** Does the project face complex issues that would add cost or delay delivery? This may include consideration of:
 - » Right-of-Way availability
 - » Environmental impacts/permitting issues
 - » Utilities

Table D: FDOT TA Set-Aside Project Selection Process

Area Funds	FDOT and MPO Roles
Areas with > 200,000 urbanized population – TALU fund code	MPOs within the TMAs manage application solicitation, collection, review, prioritization and project selection in consultation with FDOT district office.
Areas with > 5,000 but <200,000 population – TALL fund code	FDOT district offices manage application solicitation in coordination with MPOs and Counties.
Areas with <5,000 population – TALN fund code	MPOs/Counties manage application collection, review and prioritization in collaboration with their FDOT district office.
Any area of the State – TALT fund code	FDOT district offices manage project selection with consideration of prioritized project submittals by MPOs and/or counties.

- » Constructibility
 - » Cost estimate
 - » Status of project sponsor or implementing agency's Local Agency Program (LAP) certification and/or history of project development
 - » Maintenance responsibility
3. **Support for TA Set-Aside Program Goals and Florida Planning Emphasis Areas (if applicable).** The criteria should support the intent of the TA Set-Aside program and must, at a minimum, include consideration of the following factors:
- » Project's effectiveness in supporting TA Set-Aside goals
 - » Documented safety need, particularly related to reducing the number of bicycle and pedestrian injuries and fatalities
 - » Public support for the project (a record of public involvement/support should be provided with application)
 - » Support for [Florida Planning Emphasis Areas](#)
4. **Additional selection factors.** Districts, MPOs and counties may also identify additional selection factors to address regional or local priorities.

These factors are not listed in order of importance and districts and MPOs may establish weights by which to prioritize them to meet local or regional needs. For more information on MPO Selection Criteria, please contact the appropriate MPO or district office.

Competitive Selection Process

FDOT is responsible for programming all TA Set-Aside funds and directly manages or oversees selection of projects in consultation with MPOs and local agencies, regardless of population size, to ensure that MPO and/or county priorities are considered.

MPO areas under 200,000 population

In all MPO areas under 200,000 population, the MPOs manage the TA Set-Aside application collection, review and prioritization in collaboration with their respective FDOT district office. Applications are typically reviewed and prioritized by various committees within the MPO structure using criteria established by the MPO which align with FDOT's district and statewide TA Set-Aside application selection criteria. The list of prioritized projects is then forwarded to the FDOT district office for eligibility and feasibility determination. Those projects determined eligible and feasible may then be considered for funding and programming in the FDOT Work Program.

Areas outside of MPOs

For areas outside of MPOs, counties will establish tentative priorities for projects in their area, which should align with FDOT's district and statewide TA Set-Aside application selection criteria. The respective FDOT district office will perform the project eligibility and feasibility reviews. Ideally, an advisory committee will evaluate and prioritize each project in counties outside of MPOs. Advisory committees should consist of county, municipal, and FDOT district staff. Interested members of the public may also be included. FDOT will finalize the list of priority projects after completing eligibility and feasibility determinations. Projects are then considered for funding and programming in the FDOT Work Program.

Project Selection Committees

To select projects through a fair and competitive process, it is important to establish advisory or selection committees to review the TA applications and properly evaluate the proposed projects. MPOs typically utilize existing committee structures such as Technical Advisory Committee or Bike/Ped Advisory Committees to establish project selection criteria for prioritizing the proposed projects. The resulting priority list is to be approved by the MPO or county, as appropriate, prior to submittal to FDOT for programming.

It is important that a similar committee be formed for projects in those areas with less than 200,000 in population. Such a committee should consist of both FDOT and Local Agency representatives, as well as interested citizens.

Some agencies incorporate project presentations as part of the evaluation process. Presentations address project specifics and emphasize the origin (county comprehensive plan, special area plan, MPO Long Range Transportation Plan, documented safety concern, etc.) and purpose of the project and its ability to address the intent of the TA Program.

Over 200,000 urbanized population

The FAST Act provides TMAs (urbanized areas with over 200K population) with the authority to administer their own competitive selection procedure for TA Set-Aside funds. MPOs within the TMAs are responsible for communicating program guidance and eligibility criteria and a project scoring and selection procedure that reflects regional priorities. These MPOs must include the minimum requirements outlined in this guidance or may opt to use the competitive selection processes and materials developed by FDOT district offices for the other TA Set-Aside program funds. Regardless, when the competitive process and materials have been developed, the MPO must submit them to their respective FDOT district office for review in partnership with the FDOT Central Office to confirm that a required competitive process for eligible projects was used. The MPO must submit three documents to the district office prior to soliciting TA Set-Aside applications:

1. The MPO's competitive selection process, including:
 - a. Persons involved in project review, scoring and selection
 - b. A summary of the competitive selection process
 - c. A scoring matrix or weighting criteria, as relevant
2. Additional regional program guidance, as relevant
3. A list of eligible project activities. MPOs may use or adapt FDOT's eligible project list if choosing to fund only certain project categories. All project activities must comply with the federal legislation.

In TMAs with multiple MPOs, either the MPOs will each develop a priority list for TA funding applications or will coordinate and agree upon a single project priority list for the TMA. Once each TMA has finalized its regional project selection, it will submit a list of all selected projects to district offices. For a list of Florida TMAs and information on TMA funding allocations, please see Figure 1 and Figure 2.

Project Programming

Once the project evaluations are complete, priorities established, and selections made for inclusion in the Work Program, FDOT will prepare an official project estimate by phase, using budget information submitted by the project sponsor, for budgeting and programming purposes. Projects will be added to the FDOT Tentative Work Program according to the Work Program Instructions. In MPO areas, FDOT will coordinate with the MPO for any necessary amendments to the Transportation Improvement Program (TIP).

Other Regulatory Requirements

There are a number of state and federal regulatory requirements that apply to the TA Set-Aside program which are described in the [Local Agency Program \(LAP\) Manual](#). A district LAP Administrator will be able to assist with the interpretation and application of requirements, but it is the responsibility of the project sponsor to review the LAP Manual.

Below is a list of some of these requirements with which the project sponsor should be familiar.

- Agreements and Eligible Costs
- Reimbursement
- Public Involvement
- Environmental Clearance
- Consultant Selection for Project Development and Implementation
- Treatment of Projects
- Design and Implementation Requirements
- Right-of-Way Clearance
- Permits
- Bidding
- Construction
- Maintenance

Anticipated Roles for FDOT and Planning Partners

FDOT Central Office

- Create statewide guidance and policy.
- Develop and maintain a website with general information for the public, including project sponsors (<https://www.fdot.gov/planning/policy/Tasetaside/default.shtm>).
- Promote the program and disseminate information to partners and the public.
- Create statewide application and application guidance.
- Provide guidance on project eligibility and sponsor eligibility for applications.
- Maintain a database of submitted applications and awarded projects.

FDOT Districts

- Provide support to project sponsors as they develop applications.
- Work with Planning Partners (MPOs and Counties) to assess project eligibility and feasibility.
- Work with Planning Partners to review, comment, and rank applications.
- Enter into cost-reimbursable contractual agreements with sponsors to successfully deliver selected projects.

MPOs > 200,000 Urbanized Population (TMA MPOs)

- Communicate program guidance and eligibility criteria.
- Communicate funding availability to eligible sponsors.
- Review and rank applications through a competitive process.
- Select projects for their regional TA allocation.
- Assure projects recommended for funding can be delivered in a timely manner by the sponsor.

MPOs <200,000 Population

- Communicate funding availability to eligible sponsors.
- Assure that projects recommended for funding can be delivered in a timely manner by the sponsor.
- Review, rank and provide comments to Central Office for all applications received from their area.

Project Sponsors

- Identify the FDOT district TA Set-Aside program contact.
- Identify if the project falls within an MPO.
- Read the Florida Department of Transportation TA Set-Aside Program Guidance, and any additional guidance or materials from relevant FDOT districts or MPOs as appropriate to determine application cycle.
- Become familiar with the application, selection and implementation procedures associated with the FDOT TA Set-Aside program and the FDOT district or MPO as appropriate.

Resources

Federal Resources

The Federal Highway Administration TA Set-Aside implementation guidance: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm.

Federal Guidance for the Recreational Trails Program: http://www.fhwa.dot.gov/environment/recreational_trails/guidance/.

The Rails to Trails Conservancy tracks state spending of Transportation Alternatives funds through annual data collection from states. Project tracking information and annual spending reports are housed on the Transportation Alternatives Data Exchange (TRADE) site: <https://trade.railstotrails.org/index>.

Florida Resources

The Florida Department of Transportation's TA Set-Aside webpage: <https://www.fdot.gov/planning/policy/TAsetaside/default.shtm>.

The Florida Department of Transportation Safe Routes to School program webpage: <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

The Florida Department of Transportation Local Agency Program (LAP) website: <https://www.fdot.gov/programmanagement/LAP/default.shtm>.

The Florida Department of Environmental Protection Recreational Trails webpage: <https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program>

Coordination with Central Office

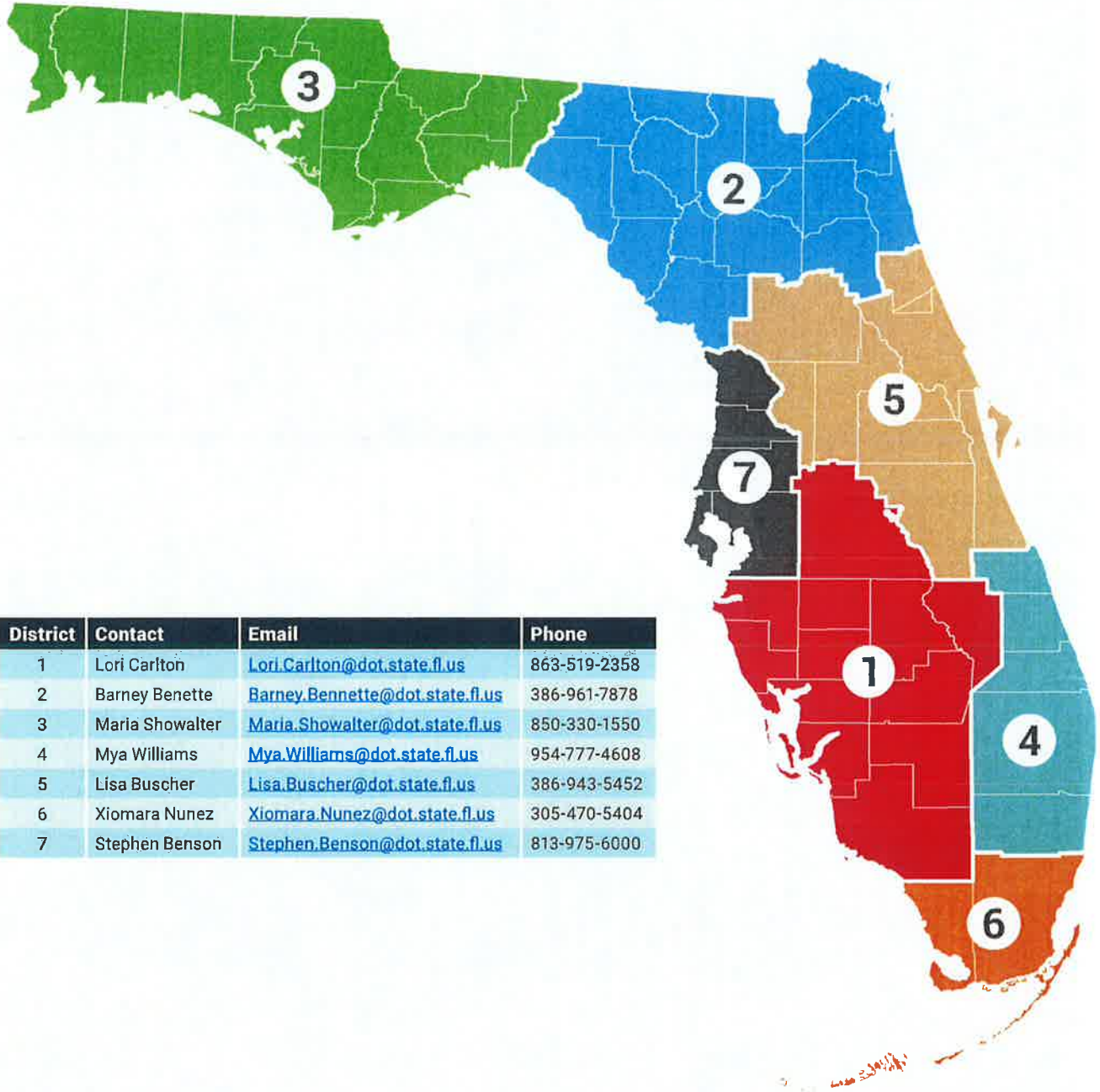
Chris Edmonston oversees FDOT's Transportation Alternatives Set-Aside Program and can assist with related questions.

Chris Edmonston | SIS Planning Manager
Florida Department of Transportation
Systems Implementation Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399
(850) 414-4813
chris.edmonston@dot.state.fl.us

Appendix

Appendix A

FDOT Districts and TA Set-Aside Program Contacts



District	Contact	Email	Phone
1	Lori Carlton	Lori.Carlton@dot.state.fl.us	863-519-2358
2	Barney Benette	Barney.Bennette@dot.state.fl.us	386-961-7878
3	Maria Showalter	Maria.Showalter@dot.state.fl.us	850-330-1550
4	Mya Williams	Mya.Williams@dot.state.fl.us	954-777-4608
5	Lisa Buscher	Lisa.Buscher@dot.state.fl.us	386-943-5452
6	Xiomara Nunez	Xiomara.Nunez@dot.state.fl.us	305-470-5404
7	Stephen Benson	Stephen.Benson@dot.state.fl.us	813-975-6000

Appendix B

FDOT Transportation Alternatives Set-Aside Project Eligibility Guidance

Eligible	Not Eligible
1. Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)	
<ul style="list-style-type: none"> • Pedestrian infrastructure such as new sidewalks, crosswalks, etc. • Bicycle infrastructure such as bike lanes, bicycle parking, etc. • Bicycle racks for buses • Pedestrian and bicycle signals • Bike share infrastructure such as bikes, racks, kiosks • New or reconstructed off-road trails that serve a transportation need, such as trails that provide connections to schools, parks, or other public places • Amenities along a trail that serve trail users such as benches, trash cans, watering stations, pet amenities, bicycle repair stations, wayfinding signs, security cameras, etc. • Trailhead projects that serve trail users such as rest areas with benches, restrooms, trail access improvements, parking, kiosks, etc. • Bicycle and pedestrian bridges and underpasses • Lighting and other safety related infrastructure 	<ul style="list-style-type: none"> • Routine maintenance or replacement of existing sidewalks (unless ADA upgrades are needed) • Circular trails/sidewalks • Facilities located within a property that do not connect to other trails/sidewalks • General resurfacing of roadways • General recreation and park facilities: playground equipment, sports fields, campgrounds, picnic and pavilion areas
2. Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)	
<ul style="list-style-type: none"> • Americans with Disabilities Act of 1990 compliance projects such as rehabilitation of existing sidewalks, curb ramps, sidewalk widening, etc.) • Traffic calming techniques • Lighting and other safety related infrastructure • Traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety • Crosswalks • Pedestrian refuge areas • Crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety 	<ul style="list-style-type: none"> • Roadway lighting that doesn't benefit non-drivers • Promotional materials (except for Safe Routes to School; see Category 10) • Intersection realignments aimed at improving vehicular flow • Projects that reorganize pick-up and drop-off primarily for the convenience of drivers • Education programs that are primarily focused on bus safety • Improvements to school bus stops
3. Conversion and use of abandoned railroad corridors for non-motorized use	
<ul style="list-style-type: none"> • Developing rails-to-trails facilities, where there is an adjacent line that is no longer active • Trailhead projects that serve trail users, such as rest areas with benches, restrooms, trail access improvements, parking, etc. • Construction or reconstruction of multi-use trails within a railroad right-of-way. • Purchasing and converting unused railroad property for reuse as a trail 	<ul style="list-style-type: none"> • Trails for motorized vehicles • Maintenance of an existing trail
4. Construction of turnouts, overlooks, and viewing areas	
<ul style="list-style-type: none"> • Turnouts and viewing areas at scenic or historic sites • Right-of-way acquisition 	<ul style="list-style-type: none"> • Visitor center • Operation or maintenance • Marketing/promotional materials
5. Inventory, control or removal of outdoor advertising	
<ul style="list-style-type: none"> • Data collection • Removal 	<ul style="list-style-type: none"> • Administration or operating expenses
6. Historic preservation and rehabilitation of historic transportation facilities	
<ul style="list-style-type: none"> • Facilities on historic register or eligible for historic register. • Rehabilitation of historic surface transportation facilities (bridges, lighthouses, canals, etc.) • Historic toll and ferry facilities • Historic railroad facilities 	<ul style="list-style-type: none"> • Operating costs • Facilities not open to the public • Construction of replica facilities • Infrastructure not related to surface transportation (air and space) • Structures not on or eligible for the national historic register

FDOT TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM GUIDANCE AND PROCEDURES

Eligible	Not Eligible
7. Vegetation management practices in transportation rights of way	
<ul style="list-style-type: none"> • Removal of invasive species and plant native plants • Planting of native species that can help control erosion and ensure that roadsides are stable, look nice, and provide clear sightlines • Planting of vegetation to attract honey bees, monarch butterflies, etc. 	<ul style="list-style-type: none"> • Standalone landscaping • Planting of annuals
8. Archaeological activities related to impacts from transportation projects	
<ul style="list-style-type: none"> • Archaeological excavations and surveys related to a transportation project • Archaeological activities required as part of a TA Set-aside eligible project • Interpretation and display of artifacts discovered as part of a transportation project 	<ul style="list-style-type: none"> • Archaeological activities not related to a transportation project eligible under federal Title 23
9. Environmental mitigation activities	
<ul style="list-style-type: none"> • Pollution prevention, abatement and mitigation activities to address storm water management, control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities listed in Sections 133(b), 328(a), and 329. • Reduction in vehicle caused wildlife mortality such as a wildlife crossing or fencing • Restoration and maintenance of the connectivity among terrestrial or aquatic habitats (e.g. surmountable curbs for turtles) • Erosion and sediment control • Native plantings • Minimizing impervious surfaces 	<ul style="list-style-type: none"> • Drainage improvements related to poor maintenance and /or upgrades to inadequate systems • Stormwater management activities not related to highway runoff and water pollution
10. Safe Routes to School	
<p>Safe Routes to School projects are eligible under TA Set-Aside. For additional information on eligible activities, see https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#EligibleProjects. Note: FDOT also has a state Safe Routes to School Program. For more information on that program visit http://www.srtsfl.org/.</p>	
<ul style="list-style-type: none"> • Bicycle and pedestrian education targeting student travel (grades K-8) • Public awareness campaigns and outreach to press and community leaders • Traffic education and enforcement in the vicinity of schools • Student sessions on bicycle and pedestrian safety, health, and environment • Funding for training, volunteers, and managers of safe routes to school program • Infrastructure projects • Sidewalk improvements • Traffic calming and speed reduction improvements • Pedestrian and bicycle crossing improvements • On-street bicycle facilities • Off-street bicycle and pedestrian facilities • Secure bicycle parking facilities • Traffic diversion improvements in the vicinity of schools 	<ul style="list-style-type: none"> • Bicycle and pedestrian education campaigns for the general public

Appendix C

FDOT Sample TA Project Application Form

(please contact your FDOT District Office for specific application materials)



EXHIBIT 3
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION

APPLICANT INFORMATION

PROJECT SPONSOR:

CONTACT PERSON:

TITLE:

ADDRESS:

FL,

ZIP:

PHONE:

FAX:

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	\$Click here to enter text.
Project Development & Environment Study	\$Click here to enter text.
Preliminary Engineering / Final Design Plans	\$Click here to enter text.
Construction	\$Click here to enter text.
Construction Engineering & Inspection Activities	\$Click here to enter text.
Other (Describe)	\$Click here to enter text.
Total Estimated Cost	\$ 0

(To update Total Cost, select entire column and hit F9)

PROJECT FUNDING

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

(To update Totals, select entire row and hit F9)

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by Click here to enter text. (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 Click here to enter text. (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

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EXHIBIT 3





EXHIBIT 6
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION

EXHIBIT 6
SECTION 601.01

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

☐ Not LAP Certified

(Year of Certification:)

☐ 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	LOCAL FUNDS	TOTAL
		\$ 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

EXHIBIT 7



Safe Routes to School Application Guidance

We recommend that applicants use the Florida Safe Ways to School Tool Kit as their planning process. The Tool Kit contains a process for forming a planning committee and creating and implementing a comprehensive Safe Routes to School plan. The Toolkit can be downloaded from: [Florida Safe Ways to School Tool Kit](#). Use the national data collection forms located under Evaluation on the website of the [National Center for SRTS](#). The Student In-class Travel Tally and Parent Survey are required to be conducted 3 times during this process.

1. Before an application or information form is submitted.
2. Shortly before a SRTS project begins.
3. Three to six months after it is completed.

The surveys or tallies must be submitted to the National Center for SRTS (NCSRTS) data base at least six (6) weeks before submitting your application, so you can include the required data summary charts from the NCSRTS as attachments to your application as well as summarizing the results in the body of your Infrastructure application form.

The results from these survey forms must be reported to the District FDOT office which is overseeing your project, as part of the final report on your project.

Deciding how many Applications are needed:

- Generally, each school requires a separate Infrastructure Application.
- If schools (or any two or more qualifying schools) are located close together and proposed improvements will benefit both schools, they may be combined in one Application. Information on any after school facility which also benefits from the proposed project can be included in the text of the application.
- If there are multiple improvements requested for one school, they should be included in one application.
- If an Applicant proposes improvements at two schools not in the immediate vicinity, two applications would be needed.

Proposals for the same treatment at multiple schools must be based on comprehensive school-based planning which has resulted in the proposals. "One size fits all" solutions generally are not effective for SRTS.

Notification and Administration

Applicants are required to list contact information on each SRTS application. This gives the Districts a point of contact if questions need to be answered or if modifications are needed to the application. After SRTS projects are reviewed and funding decisions are made, the District will notify each applicant of their proposal's selection or non-selection. A representative from the District will also contact the designated local contact person to help him or her through the process of formalizing the agreement and completing the project or program.

Infrastructure Projects

Basic Information:

- Proposed Infrastructure or Engineering projects may be located on or off the State Highway System. Infrastructure projects usually take longer to plan and implement. But when they are designed to correct an identified problem, they have a great potential to help more students walk and bike safely to and from school.
- Public support for Infrastructure projects is mandatory. The public should be informed of the proposal through presentations at such groups as Neighborhood Associations, PTA/PTO's and religious and community groups, as well as through writing articles and letters to the editor of local newspapers. The public should also be invited to attend the school-based SRTS Committee meetings during which the school-based SRTS committee discusses the project proposals. Although meetings of the Bicycle/Pedestrian Advisory Committee and MPO are considered public meetings and should be part of the public involvement process, these meetings must be supplemented by meetings with the affected Neighborhood Associations or other neighborhood meetings, and meetings with the PTA/PTO's for the affected schools, in order to ensure that those directly affected by the projects are informed and support the projects. Some proposed projects will allow students who live within two miles of their school to walk or bike to school, instead of being bused under a "hazardous" or "courtesy" busing program.

Eligibility for SRTS Funding

You will be asked to supply information on many of these items in your application. Important eligibility points to remember:

- Proposed projects must be designed to meet an identified need that is preventing students from walking or biking safely to and from school.
- Proposed projects must be within a two-mile radius of the participating school, and within the school attendance area. Generally, the closer the project is to the school, the more likely it will be to increase the numbers of students walking or biking to and from school, or to increase the safety of students already walking or biking to school. For instance, projects beginning within a half mile to one mile from the school are more likely to encourage students to walk or bike, than projects beginning farther away.
- Proposed projects must be located on public property or on permanent public easements. Right-of-way issues must be resolved before applying. Make sure you have a clear right of way, and be ready to show the proof.
- Use of traffic control devices must be consistent with the current Manual on Uniform Traffic Control Devices (MUTCD), unless the applicant receives experimental approval from FHWA.

APPLICATION

Florida's Infrastructure Application can be found on the [FDOT Forms Website](#), Form number 500-000-30.

Complete all applicable sections of the Application and attach all required attachments. Failure to provide all required information may disqualify your application.

Example of an approved application coming soon.



FLORIDA DEPARTMENT OF TRANSPORTATION
**FLORIDA'S SAFE ROUTES TO SCHOOL
INFRASTRUCTURE APPLICATION**

EXHIBIT 8

500-000-30A
SAFETY
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SECTION 1 – SCHOOL, APPLICANT, MAINTAINING AGENCY & M/TPO INFORMATION

Notes: Signatures confirm the commitment of the School, Applicant and Maintaining Agency to follow the Guidelines of the Florida's Safe Routes to School Program. The School is responsible for the parent's surveys and student tallies before and after the project is built. It is also responsible for promoting safe walking and biking to and from school. The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, &/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.

SCHOOL INFORMATION

SCHOOL NAME: _____
SCHOOL ADDRESS: _____
COUNTY: _____ CITY: _____ ZIP: _____
TYPE: Select _____ CONGRESSIONAL DISTRICT: _____
PRINCIPAL'S NAME: _____
(Printed)
PHONE #: _____ EMAIL: _____
PRINCIPAL'S SIGNATURE: _____ DATE: _____

APPLICANT INFORMATION

APPLICANT: _____ TITLE: _____
NAME OF APPLICANT AGENCY/ORGANIZATION: _____
APPLICANT AGENCY/ORGANIZATION TYPE: Select _____
APPLICANT: _____ TITLE: _____
MAILING ADDRESS: _____
CITY: _____ STATE: FLORIDA ZIP: _____
PHONE #: _____ E-MAIL: _____
SIGNATURE: _____ DATE: _____
Applicant

I attended the SRTS workshop and have reviewed this application for completeness.

ATTENDEE'S SIGNATURE: _____ DATE: _____



FLORIDA DEPARTMENT OF TRANSPORTATION
**FLORIDA'S SAFE ROUTES TO SCHOOL
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MAINTAINING AGENCY INFORMATION

MAINTAINING AGENCY 1 City ☐ County ☐ Florida Department of Transportation ☐ District ____

NAME OF MAINTAINING AGENCY: _____ **DUNS #:** _____

CONTACT PERSON: _____ **TITLE:** _____

MAILING ADDRESS: _____

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:** _____

MAINTAINING AGENCY 2 City ☐ County ☐ Florida Department of Transportation ☐ District ____

NAME OF MAINTAINING AGENCY: _____ **DUNS #:** _____

CONTACT PERSON: _____ **TITLE:** _____

MAILING ADDRESS: _____

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:** _____

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:** _____

PHONE #: _____ **E-MAIL:** _____

SIGNATURE: _____ **DATE:** _____



FLORIDA DEPARTMENT OF TRANSPORTATION
**FLORIDA'S SAFE ROUTES TO SCHOOL
INFRASTRUCTURE APPLICATION**

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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://saferoutesdata.org/> 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
B3. Are the Student In-Class Travel Tally and Parent Survey data summaries attached? ☐ 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 Local Agency Program (LAP) Certified? (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 No:
Are they willing to become LAP Certified? ☐ Yes ☐ No
If the agency is not willing to become LAP Certified, explain how this project could be built without this certification:

- E. Who do you propose to be responsible for each phase of the project?
Design: ☐ City ☐ County ☐ Other, Including FDOT (Explain below)
Construction: ☐ City ☐ County ☐ Other, Including FDOT (Explain below)
Maintenance: ☐ City ☐ County ☐ Other, Including FDOT (Explain below)
If you checked **Other, including FDOT** for any of the above, please explain the responsible party for each phase, including who you have been talking to about this:

- F. 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 engineering equipment included in this project? ☐ Yes ☐ No
Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

- G. 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. **Failure to provide documentation of public involvement activities directly with affected property owners is grounds for an application to be excluded from consideration.**

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

- H. 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: _____

- I. Is this project in a Rural Economic Development Initiative (REDI) community? ☐ Yes ☐ No
FS defines a rural community as: A county with a population of 75,000 or less; A county with a population of 125,000 or less which is contiguous to a county with a population of 75,000 or less; or Any municipality with a county as described above.



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**FLORIDA'S SAFE ROUTES TO SCHOOL
 INFRASTRUCTURE APPLICATION**

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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 FLSRTS Curricula (<http://floridasrts.com/>) 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



FLORIDA DEPARTMENT OF TRANSPORTATION
FLORIDA'S SAFE ROUTES TO SCHOOL
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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

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

☐ Yes ☐ No

If Yes, please enter the documented date and case number: _____

Include a discussion of public support for the project if busing were eliminated:

2. Opportunity to eliminate current courtesy busing being done for a perceived hazardous condition. 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 student 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](#):

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

2. Route Data:

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



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**FLORIDA'S SAFE ROUTES TO SCHOOL
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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 or 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



FLORIDA DEPARTMENT OF TRANSPORTATION
**FLORIDA'S SAFE ROUTES TO SCHOOL
INFRASTRUCTURE APPLICATION**

500-000-30A
SAFETY
06/19
Page 7 of 7

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible as we do not allow contingency.

FDOT District contact in the Estimates Offices can help you with your cost estimate ([directory](#)):

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM) and FDOT Design Standards. Projects on local systems must meet the minimum 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: <https://www.fdot.gov/roadway>

Construction Cost

Maintenance of Traffic (MOT)

Mobilization

Subtotal

Total Construction Cost

Professional Engineering Design

Construction Engineering and Inspection

GRAND TOTAL

Printed name of person preparing detailed cost estimate: _____

Contact #: _____

Email: _____

Signature _____

Date: _____

SECTION 6B- REQUEST FOR FUNDING COST ESTIMATE

A Request for Funding Cost Estimate must be signed and sealed by P.E. and submitted as part of the application. Please access the accompanying Funding Cost Estimate form #500-000-30b [here](#).

SECTION 7 - SUBMISSION CHECKLIST

Notes: These will be counted toward total application score.

- ☐ Application
- ☐ SRTS Meeting Public Notification
- ☐ Meetings Sign in Sheet & Minutes
- ☐ Student In-Class Travel Tally Data Summary
- ☐ Parent Survey Data Summary
- ☐ Proof of Right of Way
- ☐ Letters of Public Support (up to 5)
- ☐ Documentation Affected Homeowners were Notified
- ☐ Documentation of Hazardous Walking Condition (if applicable)
- ☐ Request for Funding Cost Estimate
- ☐ Before Color Pictures (jpg format)
- ☐ Color Project Map Showing School Location
- ☐ Map Showing Existing Conditions
- ☐ Map Showing Proposed Improvements
- ☐ Map Showing Where Students Attending School Live
- ☐ Traffic/Engineering Report Evaluating the Problem (if applicable)
- ☐ Signal Warrants (if applicable)

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding

EXHIBIT 9



SUN Trail program funding is limited to geographic areas within the SUN Trail network, the provisions of Section 339.81, Florida Statutes, the Florida Department of Financial Services Catalog of State Financial Assistance Number 55.038, and the Florida Department of Transportation (FDOT) Work Program Instructions Part III: Trails.

PART I – APPLICANT INFORMATION

1. Type of Applicant (select one):
 - ☐ Municipality/County Government
 - ☐ State Agency
 - ☐ Federal Agency
 - ☐ Recognized Tribal Government
 - ☐ Metropolitan/Transportation Planning Organization/Agency (MPO)
2. Name and job title and office of the person who will be in direct contact with FDOT for this project:
3. Agency of the person who will be in direct contact with FDOT for this project:
4. Email of the person who will be in direct contact with FDOT for this project:
5. Telephone Number of the person who will be in direct contact with FDOT for this project:

PART II – PROJECT OVERVIEW

1. Project Name:
2. Municipality where the project is located:
3. County where the project is located:
4. FDOT district number where the project is located:
5. Boundary of the project proposed for SUN Trail funding (give the address or nearest cross streets, municipality, and zip code):
 - a. Termini Begin:
 - b. Termini End:
6. Who is the landowner of the proposed project location?
 - ☐ The location of this project is entirely on FDOT right-of-way.
 - ☐ The location of this project is entirely on non-FDOT publicly-owned right-of-way.
 - ☐ The location of this project is on both FDOT and non-FDOT, publicly-owned right-of-way.
 - ☐ Parcels within this project boundary are privately owned, the acquisition of right-of-way must occur.
7. Total length of this project proposed for SUN Trail funding:

Regional Trail System and Individual Trail projects **must meet all eligibility criteria** to receive funding consideration by the SUN Trail program. “Requests for Funding” without the required information are ineligible and will not receive funding consideration.

PART III – ELIGIBILITY CRITERIA

1. Funding is limited to geographic areas within the SUN Trail network. Will the project be developed as a paved multi-use trail within the SUN Trail network?
☐ Yes ☐ No
 - a. Provide an aerial location map illustrating the project boundary and project limits.
 - b. Provide a map illustrating the project location within the SUN Trail network.
 - c. Provide the project typical section (this should be a pdf of the typical section schematic depicting existing and proposed features, dimensions, and right-of-way lines).
2. Funding is limited to projects prioritized by the applicable authority. If the project is within a boundary of a Metropolitan/Transportation Planning Organization/Agency (MPO), it must be prioritized by the MPO. Projects outside of an MPO boundary must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal or state agency. Is the project a priority of the applicable authority?
☐ Yes ☐ No
 - a. Indicate the priority number of the project:
 - b. Provide the prioritization list.
 - c. Complete Part VII (CERTIFICATION OF PROJECT PRIORITIZATION).
3. Has a non-FDOT governmental entity formally committed to operation and maintenance of the project (long-term trail manager)?
☐ Yes ☐ No
 - a. Complete Part VIII (CERTIFICATION OF WILLING MANAGER).
4. Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s)?
☐ Yes ☐ No
 - a. Indicate the type of plan(s), applicable page number(s) and date(s) of adoption:
 - b. Provide documentation of applicable project concurrency information [e.g. supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), unit management plans, etc.].

DO NOT PROCEED TO PART IV IF PROJECT RESULTED IN A “NO” RESPONSE IN PART III.

PART IV – PROJECT DETAILS

1. Project Tier:
 - a. Is the project within the Coast to Coast Trail (C2C)?
☐ Yes ☐ No
 - b. Is the project within the St. Johns River-to-Sea Loop (SJR2C)?
☐ Yes ☐ No
 - c. Is the project an Individual Trail segment?
☐ Yes ☐ No
2. Will the project be developed as a 12-foot-wide asphalt trail?
☐ Yes ☐ No
3. Briefly describe the scope and proposed route of the project (1000-character limit):
4. Have earlier phase(s) of this project been completed? If not, select “no” and continue to Question 5.
☐ Yes ☐ No
 - a. Select all project phases that were previously funded, indicate the funding year and completion date (or anticipated completion date for the funded phase).
☐ Feasibility Study
☐ Project Development & Environment (PDE)
☐ Preliminary Engineering/Design (PE)
☐ Acquisition of right-of-way (ROW)
☐ Construction (CON)* only select for reconstruction/maintenance projects
 - b. Have federal funds been used in the project boundary?
☐ Yes ☐ No
 - c. As applicable, indicate the source of the federal allocation(s).
 - d. Have FDOT funds been used in the project boundary?
☐ Yes ☐ No
 - e. As applicable, indicate FDOT financial management number(s).
5. Indicate the proposed method of performing and administering this project:
☐ Project to be locally administered (non-FDOT administered).
☐ Project to be administered by FDOT.

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



A responsible estimate of the project costs is required prior to adoption in the Department's Five-Year Work Program. Use Present Day Cost values. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Fill out summary of proposed timeline and funding new needs, then complete Engineer's Cost Estimate spreadsheet and provide it with the "Funding Request".

PART V – PROJECT COSTS

1. Funding Phase(s) requested:

- ☐ Feasibility Study (FS) – FDOT Work Program Fund Code: 1x
- ☐ Project Development & Environment Study (PDE) – FDOT Work Program Fund Code: 2x
- ☐ Preliminary Engineering/Design (PE) – FDOT Work Program Fund Code: 3x
- ☐ Acquisition of right-of-way (ROW) – FDOT Work Program Fund Code: 4x
- ☐ Construction (CON) – FDOT Work Program Fund Code: 5x
- ☐ Construction Engineering & Inspection Activities (CEI) – FDOT Work Program Fund Code: 6x

2. Summary of proposed timeline and funding needs:

PHASE	PROPOSED YEAR(S)	AMOUNT(S) REQUESTED	MATCHING FUNDS	TOTAL PROJECT COSTS	SOURCE(S) OF OTHER FUNDS
FS					
PDE					
PE					
ROW					
CON					
CEI					
TOTAL					

3. Provide the [Excel Engineer's Cost Estimate spreadsheet](#). Estimates shall be broken down to eligible and non-eligible project costs. **Estimates are to be prepared and signed by a Professional Engineer from Agency's Engineering Office.**

Use the following links to access the basis of estimates manual, as well as historical cost information, and the Reference Guide for State Expenditures for the project area:

[Basis of Estimates Manual](#)

[Historical Cost Information](#)

[Reference Guide for State Expenditures](#)

Projects are not required to meet all of the following selection criteria, a numerical ranking will not be calculated, projects with the greatest strengths will advance more quickly.

PART VI – SELECTION CRITERIA

1. Does the project enhance the safety of bicyclists, pedestrians, and motorists?
☐ Yes ☐ No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- ☐ Project includes a safety element.
- ☐ The location of the project is within a hazardous biking/walking zone or in an area with significant numbers of safety concerns.
- ☐ Project implements a bicycle and pedestrian safety action plan. Give the name of the plan and date of adoption.
- ☐ Other (list)

Briefly describe how the project enhances the safety of bicyclists, pedestrians and motorists. (1000-character limit):

2. Is the project recognized as having regional, state, or national importance?
☐ Yes ☐ No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- ☐ Project is a part of a Regional Trail System prioritized by the Florida Greenways and Trails Council.
- ☐ Project is a part of a National Recreational Trail, East Coast Greenway or a trail that has other national importance.
- ☐ Project implements an adopted regional bicycle, pedestrian, or trail master plan. Give the name of the regional plan(s).
- ☐ Other (list)

Briefly describe how the project is recognized as having regional, state, or national importance (1000-character limit):

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



3. Is there a non-SUN Trail financial contribution (match dollars) committed to this specific project being proposed for SUN Trail funding (select the most appropriate response)?

☐ Funds are leveraged by multiple public/private sources of investments dedicated to this specific project segment (e.g. federal, state, local, non-profit, private landowner contributions).

If yes, what is the total percentage of match?

What are the sources?

☐ Funds are leveraged by at least one more public/private source of investment dedicated to this specific project segment.

If yes, what is the total percentage of match?

What is the source?

☐ Funds are not leveraged by public/private sources of investments dedicated to this specific trail segment (matching funds are not available for this project).

4. Does the project blend transportation modes by completing, improving, or enhancing existing facilities?

☐ Yes ☐ No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

☐ Project implements Complete Streets goals and initiatives.

☐ Project implements Safe Routes to Schools goals and initiatives.

☐ Project provides a direct connection to regional transit systems (e.g. rail stations, express or local bus routes).

☐ Project is in a designated multi-modal district.

☐ Project has the potential to reduce vehicular congestion.

☐ Project improves access in a Bicycle Friendly Community or Bicycle Friendly University, as designated by the League of American Bicyclists. If yes, indicate the name of the designated community or university:

☐ Project improves access in a Walk Friendly Community, as designated by the Pedestrian and Bicycle Information Center. If yes, indicate the name of the designated community:

☐ Other (list)

Briefly describe how the project blends transportation modes (1000-character limit):

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



5. If proposing construction funding, select the most appropriate response:

- ☐ Project is ready for immediate construction and all pre-construction phases are complete.
- ☐ Project is capable of near-term development; the design is nearly complete and permitting is underway.
- ☐ The Project Development and Environment Study (PDE) is complete/nearly complete.
- ☐ None of the above statements are true.

6. Does the project have documented public support?

☐ Yes ☐ No

If yes, select from the following and briefly explain how the project meets the selection criteria.

- ☐ The greater community supports the project as demonstrated by recently adopted proclamations or resolutions expressing commitment. Give the resolution number, adopted date and participating parties.
- ☐ Demonstration of public support is consistent across multiple entities representing the greater community rather than a select few interest groups. Briefly explain. (100-character limit):
- ☐ Recent community surveys indicate both need and support for the project. Briefly explain. (100-character limit):
- ☐ An advertised public meeting for discussing the project occurred. Give the date and type of meeting.
- ☐ Other (list)

7. Does the project have a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations?

☐ Yes ☐ No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- ☐ The project connects to or through federal, state, or local conservation/recreation areas. List public lands.
- ☐ The project connects people to jobs, businesses, or civic resources.
- ☐ The project is along or connects to a Florida Scenic Highway. List the Scenic Highway(s).
- ☐ The project is within a Florida Trail Town as designated by the Florida Department of Environmental Protection.
- ☐ The project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations, or private sector partners are directly supporting the project.
- ☐ The project is within a Rural Economic Development Initiative (REDI) Community defined pursuant to Section 288.0656, Florida Statutes. List the REDI area.
- ☐ The project is within a Rural Area of Opportunity (RAO) defined pursuant to Section 288.0656, Florida Statutes. List the RAO Area.
- ☐ Other (list)

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



8. Does the project enhance or preserve environmental resources?

☐ Yes ☐ No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- ☐ The project's environmental impact assessment or statement did not identify specific issues.
- ☐ The project's environmental approval and permitting process is complete.
- ☐ The project restores or mitigates impacts of environmental degradation.
- ☐ The project incorporates water quality or drainage improvements.
- ☐ The project incorporates conservation initiatives to restore/maintain connectivity by reducing vehicle-caused wildlife mortality.
- ☐ The project ensures the Florida Ecological Greenway Network (FEGN) maximizes protection of high priority linkages; the project is within a Priority 1 or 2 Critical Linkage as identified by the FEGN.

Briefly describe how the project enhances or preserves environmental resources. (1000-character limit):

9. Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail Network?

☐ Yes ☐ No

If yes, how many miles of connected trail, open to the public will be available once this specific project is complete?

List the trail names:

10. The project includes cost-saving elements.

☐ Yes ☐ No

If yes, briefly describe the potential for overall cost savings for completing this project in conjunction with another project (e.g. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project). Provide the other project(s) scope and schedule, the funding source, the funding year, and if funding is through FDOT, provide the Financial Management Number. (1000-character limit):

PART VII – CERTIFICATION OF PROJECT PRIORITIZATION

1. For projects within a MPO boundary, complete the following information. If the project is outside of a MPO boundary, continue to Part VII, question #2.

Name of applicable MPO/TPO:

MPO/TPO Contact:

MPO Address:

Municipality, State and Zip:

Contact Email:

Contact Telephone Number:

Signature:

Print Name:

Title:

Date:

Your signature confirms the requested project is (1) consistent with MPO/TPO plans and documents;
(2) it is an eligible priority of the MPO/TPO, (3) the MPO/TPO supports the project; and
(4) you possess authorization to sign the certification of project prioritization.

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program *Request for Funding*



2. For projects outside of a MPO boundary, complete the following information:

County Name:

Contact Name:

Contact Address:

Municipality, State and Zip:

Contact Email:

Contact Telephone Number:

Signature:

Print Name:

Title:

Date:

Your signature confirms the requested project is (1) consistent with applicable county, municipality, comprehensive plan(s) and/or the long-term management plan(s) and documents; (2) it is an eligible priority of the County (tribal government, federal or state managing agency); (3) the applicable entity supports the project; and (4) you possess authorization to sign the certification of project prioritization.

SUN Trail funded projects require a non-FDOT governmental entity formally committed to providing maintenance of the project (long-term trail manager). FDOT will enter into an agreement or other form of documented commitment with the entity to ensure that a local sponsor/agency is committed to long-term trail maintenance (long-term trail manager). The managing entity will be responsible for the day-to-day upkeep and daily operation; protection for the trail users; they will reduce safety hazards that occur; and they will ensure a quality level of service is maintained on the facility. Activities may consist of litter pick-up, trash removal, debris removal, soil and weed control, graffiti removal, mowing, sweeping, sign replacement, shrub trimming, maintenance of drainage, and other regularly scheduled maintenance activities. For trails constructed in the FDOT ROW, FDOT will provide remedial maintenance which involves repairing, replacing, or restoring major components that may have been damaged or destroyed. Minor repairs such as sealing asphalt pavement or repainting may occur every five to ten years, while major repairs may occur every 20 to 25 years. The area of responsibility will be the footprint of the trail within FDOT ROW as defined by the district. ALL other maintenance will be the responsibility of the non-FDOT governmental entity.

Submit the Certification of Willing Manager(s) for all proposed trail segments.

PART VIII – CERTIFICATION OF WILLING MANAGER(S)

Name of Project:

FROM:

Name of Managing Entity:

Name of Contact and Job Title:

Address:

Municipality, State, and Zip Code:

Contact Email:

Contact Telephone Number:

Signature:

Print Name:

Title:

Date:

Your signature serves as certification of (1) a commitment from your agency to maintain the facility requested and that your agency will enter into a Maintenance Memorandum of Agreement with the Department for the Project prior to the completion of design, or at the time of programming funding for any project proposed for a later phase; (2) the information in this "Request for Funding" is true and accurate; (3) to comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4) to comply with the Americans with Disabilities Act; (5) lands developed with SUN Trail funds will be available for public use for the lifespan of the improvement; (6) support of other actions necessary to fully implement the proposed project; (7) and you possess authorization to sign the certification of the willing manager.

A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School funds and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2020-21 to 2024-25 Transportation Improvement Program.

Table 1
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2020-21 to 2024-25

Number	Project	Location	Description
1	Americans with Disabilities Act Modifications	AT: Gainesville Metropolitan Area-wide	Modifications to Deficient Sidewalks, Ramps and Transit Stops
2	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
3	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; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming at the crossing. [22,500 AADT]
4	Alachua Countywide Bicycle Master Plan	AT: Countywide	Update Bicycle Master Plan
5	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
6	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
7	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
8	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
9	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
10	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
11	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue [SR 222]	Extend the Rail/Trail North to NW 39 Avenue

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2020-21 to 2024-25

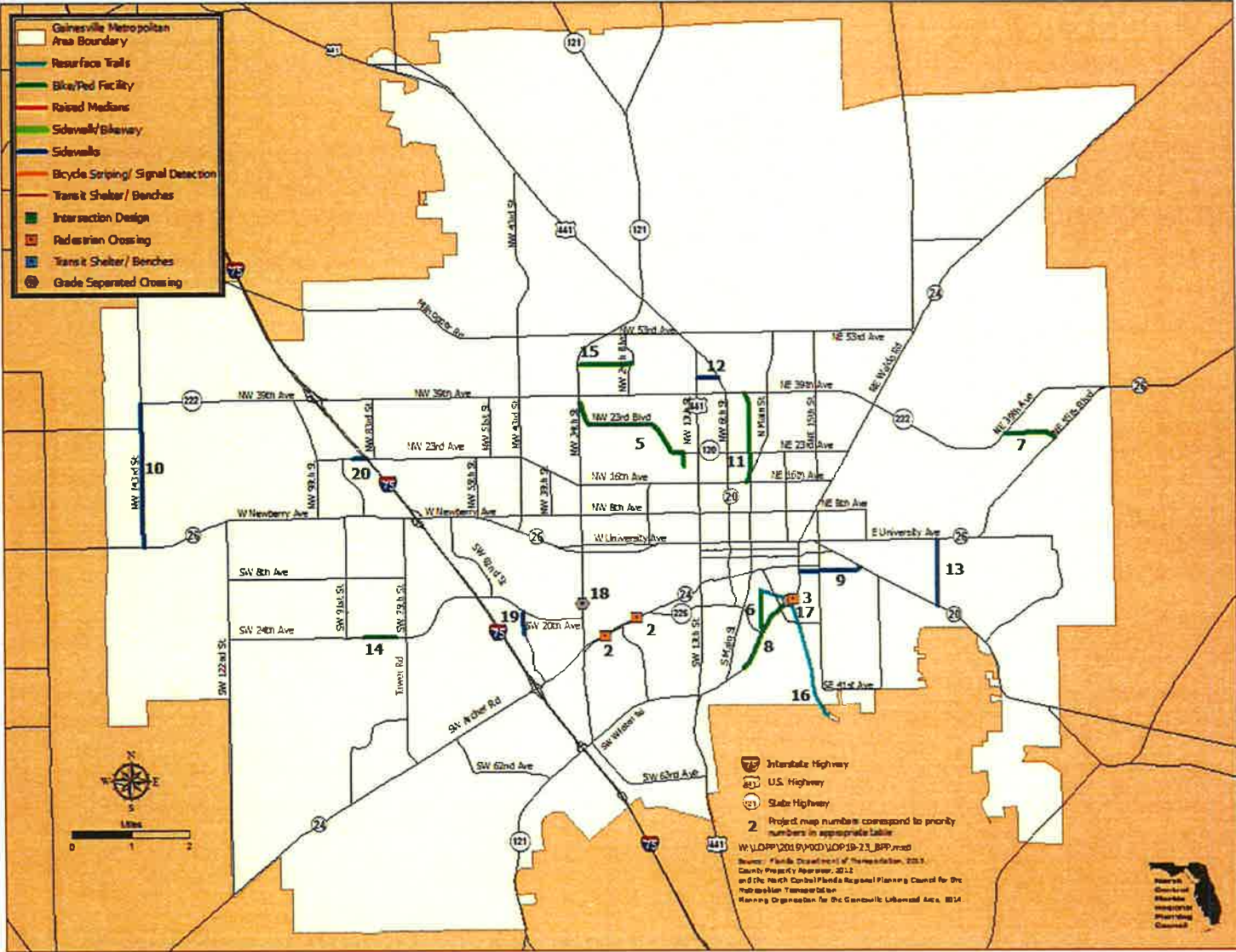
Number	Project	Location	Description
12	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
13	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
14	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
15	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
16	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
17	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
18	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
19	SW 43 Street	FM: SW 24 Avenue TO: SW 20 Avenue	Construct sidewalks to fill sidewalk gaps
20	NW 23 Avenue	FM: NW 88 Street TO: Interstate 75 Bridge	Construct sidewalk to fill sidewalk gap on south side

Notes: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program. Project components in *italics* have been completed.

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; HWY = Highway; NW = Northwest; RTS = Regional Transit System; SR = State Road; SW = Southwest; UF = University of Florida; U.S. = United States; 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 2020-21 to 2024-25



**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

September 25, 2019

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Bylaws Amendment - Technical Advisory Committee Membership Composition

STAFF RECOMMENDATION

Amend the Chapter II. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee Bylaws D. Membership (item 1) to:

- **Remove representation from the City of Gainesville Regional Transit System;**
- **Add representation from the City of Gainesville Department of Mobility; and**
- **Consolidate representation from the City of Gainesville Public Works Department and the City of Gainesville Department of Mobility as shown in Exhibit 1.**

BACKGROUND

The City of Gainesville has restructured several transportation-related functions into the new Department of Mobility. With this consolidation, the City of Gainesville has requested the following modifications to its representation on the Technical Advisory Committee:

- Removal of representation from the City of Gainesville Regional Transit System;
- Addition of representation from the City of Gainesville Department of Mobility; and
- Consolidation of representation from the City of Gainesville Public Works Department and the City of Gainesville Department of Mobility.

The City of Gainesville Department of Mobility has designated the following representation on the Technical Advisory Committee to be the:

- Transportation Planning Manager (formerly of the Public Works Department) as the primary voting member; and
- Regional Transit System Director as the alternate voting member.

Federal requirements for transit agency representation are maintained through the City of Gainesville Department of Mobility. This change will reduce the Technical Advisory Committee roster from eleven to ten members. Exhibit 2 is a copy of the Technical Advisory Committee roster. Exhibit 3 is the email chain concerning these changes.

Attachments

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- (f) Conduct any other functions as assigned by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

D. Membership

- (1) There is no limit on the number of members who may serve on the Technical Advisory Committee. The membership of the Technical Advisory Committee shall at a minimum include representatives from the following organizations. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may also appoint additional Technical Advisory Committee members as needed.
 - (a) Alachua County Department of Growth Management;
 - (b) Alachua County Public Works Department;
 - (c) Bicycle/Pedestrian Advisory Board;
 - (d) City of Gainesville Department of Doing;
 - (e) City of Gainesville Public Works Department and Department of Mobility;
 - ~~(f) City of Gainesville Regional Transit System;~~
 - (f) Florida Department of Transportation District 2;
 - (g) Gainesville/Alachua County Regional Airport Authority;
 - (h) University of Florida Facilities Planning and Construction Division;
 - (i) University of Florida Transportation and Parking Services; and
 - (j) Alachua County Public Schools Superintendent or the Superintendent's designee.
- (2) All members of the Technical Advisory Committee shall be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area based upon nominations from the organizations listed in this Membership Section above and serve terms of indefinite length at the pleasure of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
- (3) Each 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.

EXHIBIT 2

TECHNICAL ADVISORY COMMITTEE ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 6/5/2019	MEETING DATE 8/7/2019	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARIE DANIELS Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development		P	NO
BRIAN SINGLETON Alt - Thomas Strom Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
Dekova Batey Alt - Scott Wright	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
JASON SIMMONS Alt - Andrew Persons	City of Gainesville Department of Doing	P	P	NO
DEBORAH LEISTNER (Chair) Alt - Jesus Gomez	City of Gainesville Department of Mobility [Operations, Planning and Transit] Department of Public Works [Engineering, Maintenance, Pavement Management]	P	P	NO
AARON CARVER Alt - Suzanne Schiemann Alt - Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	A	YES
MARI SCHWABACHER Alt - Karen Taulbee	Florida Department of Transportation	E	P	NO
YAIMA DROESE Alt - Reginald Thomas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Erik Lewis	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER (Vice-Chair) Alt - Scott Fox	University of Florida Transportation & Parking Services	P	A	NO

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

me\p\em20\tac\attendanceTAC_100219.xls

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 address consistent absences and is empowered to recommend corrective action for Metropolitan Transportation Planning Organization consideration.

EXHIBIT 3

From: [Leistner, Deborah L.](#)
To: [Mike Escalante](#)
Cc: [Scott Koons](#)
Subject: RE: Replacement for Phil Mann as TAC Alternate
Date: Thursday, March 21, 2019 8:40:58 AM

Mike – Please note that your roster should be updated to match our current City structure replacing both RTS and Public Works with **Department of Mobility**. I will be the primary representative and Jesus Gomez will be the alternate for the **Department of Mobility**. If you need clarification please call me – 352-393-8412.

Do you have a copy of the bylaws of the TAC that you could share with me?

Thanks, Debbie

From: Mike Escalante [mailto:escalante@ncfrpc.org]
Sent: Tuesday, March 12, 2019 10:40 AM
To: Leistner, Deborah L. <leistnerdl@cityofgainesville.org>
Cc: Scott Koons <koons@ncfrpc.org>
Subject: Replacement for Phil Mann as TAC Alternate

Debbie,

Phil Mann is still listed as your TAC Alternate. Let me know when a replacement is named.

I will show your TAC Alternate as vacant in the April 3, 2019 TAC meeting packet attendance roster.

miike

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

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

From: [Mann, Philip R.](#)
To: [Mike Escalante](#)
Cc: [Scott Koons](#); [Brian Singleton](#); [Leistner, Deborah L.](#)
Subject: RE: Public Works Department Representation on the Technical Advisory Committee
Date: Wednesday, April 03, 2019 3:44:33 PM
Attachments: [image001.png](#)

Mike:

Currently, Debbie Leistner works for both the Department of Mobility and the Public Works Department. The intent, with the split, is that she would represent both Departments and serve as liaison between the MTPO and the City of Gainesville.

Phil

Gainesville.
Citizen centered
People empowered

Philip R. Mann, P.E.
Public Works Director
Public Works Department
Phone: 352-334-5070

From: Mike Escalante [mailto:escalante@ncfrpc.org]
Sent: Wednesday, April 03, 2019 3:30 PM
To: Mann, Philip R. <mannpr@cityofgainesville.org>
Cc: Scott Koons <koons@ncfrpc.org>; Brian Singleton <bsingleton@AlachuaCounty.US>; Leistner, Deborah L. <leistnerdl@cityofgainesville.org>
Subject: Public Works Department Representation on the Technical Advisory Committee

Phil,

At today's TAC meeting, we discussed changes to the MTPO Bylaws to address the City of Gainesville Department of Mobility representation. During the discussion, Brian Singleton, Alachua County Assistant Public Works Director, asked if the City of Gainesville Public Works Department would retain its representation on the TAC concerning roadway engineering/construction issues.

Therefore, please clarify whether:

- the City of Gainesville Public Works Department remains on the TAC along with the City of Gainesville Department of Mobility and City of Gainesville Department of Doing; or
- the City of Gainesville Department of Mobility replaces City of Gainesville Public Works Department on the TAC.

If it remains, please provide an update for voting member and alternate.

Thanks,

mike

Michael B. Escalante, AICP
Senior Planner
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
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**VII**

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September 25, 2019

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

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: U.S. Highway 441 (West 13th Street) Status Report -
Community Workshop Announcement and Speed Study Report

STAFF RECOMMENDATION**For Information Only.**BACKGROUND

At its August 26, 2019 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed transportation concerns on U.S. Highway 441 (West 13th Street) from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue). At the conclusion of the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

- *Retain a Multimodal Emphasis Corridor Study in the Year 2045 Long-Range Transportation Plan Needs Plan for evaluation in the Cost Feasible Plan with endpoints from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue); and*
- *Request the Florida Department of Transportation to:*
 - *Revisit the context classification for U.S. Highway 441 (SW 13th Street) from south of State Road 331 (Williston Road) to State Road 24 (Archer Road) to change from the classification from C3C Suburban Commercial to C4 Urban General; and*
 - *Consider funding the State Road 26 (University Avenue) Multimodal Emphasis Corridor projects in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan.*

At its June 24, 2019 meeting, the Metropolitan Transportation Planning Organization:

- *Approved the List of Priority Projects that included the extension of the U.S. Highway 441 (West 13th Street) Multimodal Emphasis Corridor study to be from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue); and*
- *Received a status report concerning the implementation of the SW 13th Street Charrette recommendations.*

In addition, a member suggested a workshop concerning a redesign of the U.S. Highway 441 (SW 13th Street) corridor. A community workshop has been scheduled for October 15, 2019 at 6:00 p.m. at UF Innovate The Hub, 747 SW 2nd Avenue, Gainesville, Florida (see Exhibit 1).

At its August 27, 2018 meeting, the Metropolitan Transportation Planning Organization received an update on the scoping of the U.S. Highway 441 resurfacing project between the Marion County line and State Road 331 (Williston Road). The Florida Department of Transportation is currently coordinating with Alachua County for the implementation of a linear park on the Paynes Prairie corridor. The Florida Department of Transportation intends to follow the elements of the Florida Design Manual 2018 and other criteria specified in the letter.

At its meeting on February 26, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the 2002 SW 13th Street Charrette implementation between Paynes Prairie and State Road 24 (Archer Road). Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation implement its Context Classification criteria from the Florida Design Manual along this corridor with a focus on:

- *Reduction in speed limits;*
- *Reduction in visual clutter by eliminating some highway signs or collocating signs on poles;*
- *Provide designated multiple midblock pedestrian crossings along the corridor*
- *Increase lighting at median openings and signalized intersections; and*
- *Provide bus bays;*

Or explain why it will not complete these modifications.

The Florida Department of Transportation has completed a speed study for U.S. Highway 441 (SW 13th Street) across Paynes Prairie (see Exhibit 2). The results of the study are that there will be no reduction in the speed limit and it will remain at 65 miles per hour across Paynes Prairie.

Attachments

**U.S. Highway 441
(West 13th Street)
Community Workshop**



COMMUNITY WORKSHOP

U.S. HIGHWAY 441 (WEST 13TH STREET)

**Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area**

Tuesday, October 15, 2019

6:00 p.m. to 8:00 p.m.

**747 SW 2nd Avenue
Gainesville, Florida**



The public is invited to participate in a design workshop concerning safe and efficient mobility for all users in the U.S. Highway 441 (West 13th Street) corridor from State Road 331 (Williston Road) to NW 23rd Avenue.

Park on the east side of UF Innovate The Hub in Lot G.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is composed of the five Alachua County Board of County Commissioners and the Mayor and six City of Gainesville Commissioners as voting members with the University of Florida President (represented by the Vice President for Business Affairs), the Florida Department of Transportation District 2 Secretary and a Rural Advisor as non-voting members.

Title VI Nondiscrimination Notice

It is the policy of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that no person shall on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area program or activity.

Aviso de No Discriminación de Título VI

Es la política de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville, que ninguna persona sea excluida de poder participar, negársele beneficios, o de alguna manera ser sujeto a discriminación o represalias en cualquiera de los programas o actividades de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville por razón de raza, color, origen nacional, sexo, edad, impedimento físico, estatus familiar, preferencia religiosa, estado civil, orientación sexual, identidad de género, según previsto por el Título VI del Acta de Derechos Civiles de 1964, el Acta de Restauración de Derechos Civiles de 1987 y el Acta de Derechos Civiles del Estado de la Florida de 1992.

EXHIBIT 2

RECEIVED

SEP 05 2019



District Two Traffic Operations

1109 South Marion Avenue

Lake City, Florida 32025

AR 2019.0154 Study Brief

US 441 through Payne's Prairie

Alachua County

Section Number 26010000, Mile Post 7.557 – 9.857

May 2019

Prepared By: Robert Evans

Approved By: _____

Nathan Lee, P.E.

P.E. #66401

Traffic Studies Engineer

Approval Date: ____ / ____ / ____

Study Request

Traffic Operations Safety and Studies groups have been tasked with a traffic study for US 441, through Payne's Prairie. The requester is concerned with the current speed limit of 65 MPH, along with vehicles and people positioned on the shoulders. She would like to see the speed limit reduced.

Existing Conditions

This section of US 441 is a four-lane divided roadway, with four 12-foot travel lanes, a 20-foot grass median, two 8-foot paved shoulders and two 10-foot lawn shoulders. The posted speed limit is 65 MPH, as is typical for this type of State Highway through a rural area. A Straight-Line Diagram illustrating the current speed limit and lane configurations is included in Appendix A.

The Design Speed for this corridor is 60 MPH.

There are currently signs in place for No Parking on the Right of Way.

Data Collection

A field review determined the area is currently posted as No Parking. However, there were numerous vehicles parked just off the traveled lane. There are also people fishing and sightseeing on the shoulder of US 441.

A Speed Study was completed on 5/7/2019, by Peggy Malone and Associates.

- The average 85th percentile speed is 75 MPH.
- The 10 MPH Pace is 65 MPH to 75 MPH

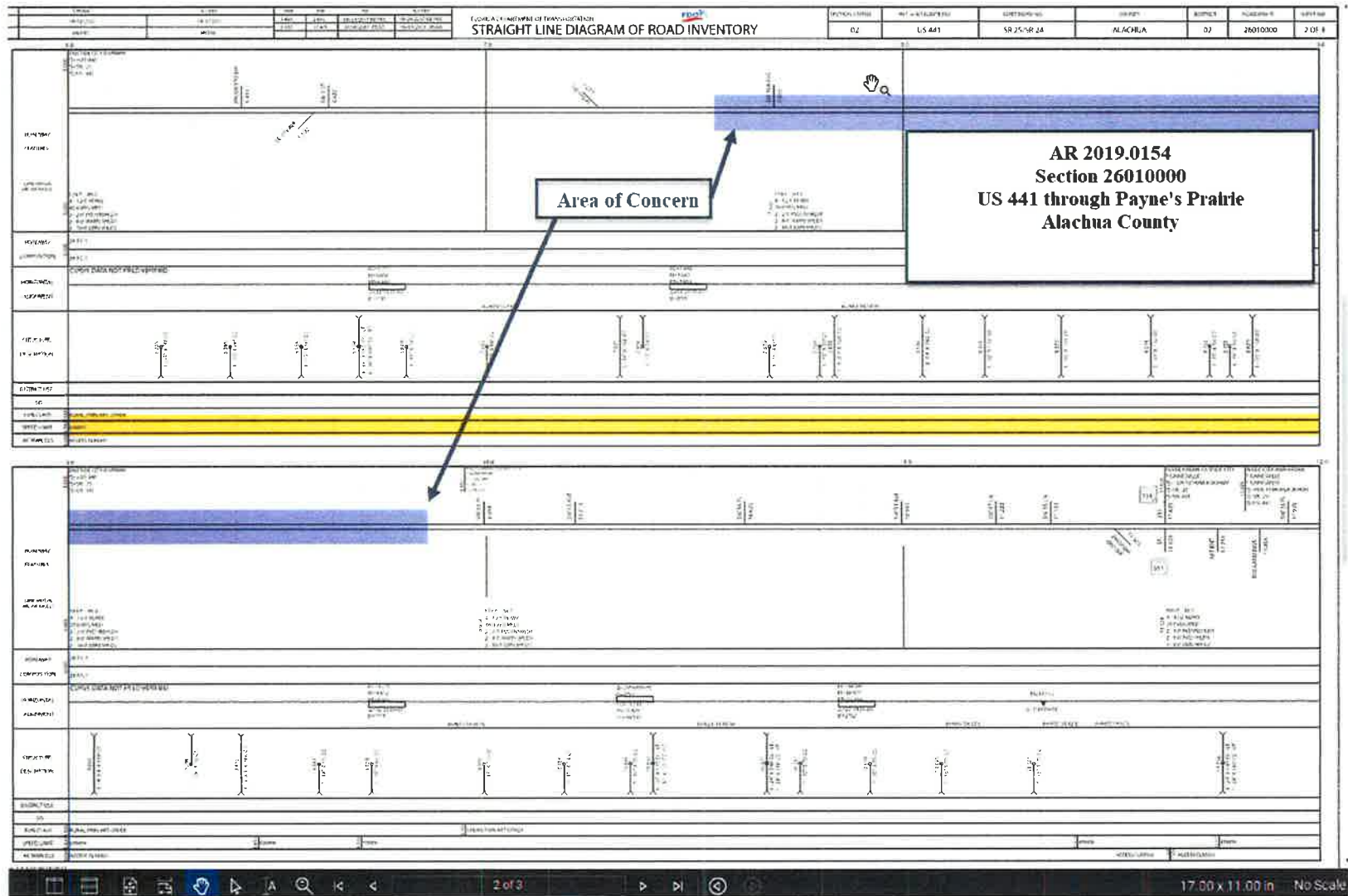
Recommendations

The corridor is currently posted at 65 MPH, which is the maximum posted speed for this type of roadway. Based on the Speed Study Data, there are no recommendations for this area.

Appendix A

SLD

SLD



Appendix B

Speed Study Data

Speed Data Files

Includes

(4) 16-page documents and (4) 5-page documents



AR 2019.0154 Speed Data US 441 SB In, N of SW 104th Ave - PDF Speed 15 min. 1mph Report Grand Total.zip

Appendix C

Images

Image 1



Image 2



Image 3



**VIII**

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September 25, 2019

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Trail Town Program

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

One of the ten planning factors required to be addressed in the Fixing America's Surface Transportation Act is promotion of economic development and tourism. The Florida Department of Environmental Protection Office of Greenways and Trails coordinates a Trail Town Program, which is described as:

"a vibrant destination where people come together. It is a place where trail users can venture off a hiking, biking, equestrian or paddling trail to enjoy the services and unique heritage of the community, benefiting the town economically and socially."

Trail Towns receive free metal Trail Town signs, stickers and publicity. Attached is information from the Office of Greenways and Trails website:

Exhibit 1 includes a description of a Trail Town; and
Exhibit 2 includes the Trail Town self assessment.

Attachments



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

-129-

EXHIBIT 1



WHAT IS A FLORIDA TRAIL TOWN?

A "Trail Town" in Florida is a community located along or in proximity to a priority non-motorized recreational trail or a recognized trail system. Whether on a rail trail, paddling trail, equestrian trail or hiking trail, trail users can venture off the trail to enjoy the services and unique heritage of the nearby community. The town is a safe place where both town residents and trail users can walk, bike, jog etc., find the goods and services they need, and easily access both the trail and the town. In such a town, the trail is an integral and important part of the community.

A Trail Town is a vibrant destination where people come together. A Trail Town is a friendly place which encourages trail users to visit and welcomes them with warm hospitality. It may have outdoor equipment shops, restaurants, a grocery store, quaint local shops, and lodging. It has wide sidewalks, clean streets, bike racks, and benches at convenient locations. The trail meets the needs of both the trail users and the town's residents. Residents use the trail to access work, schools, parks and shops.

Trail Towns are not stand-alone communities; they are linked by the long-distance trail corridor. Trail users may be passing through a town on a day trip or longer trek, or may park and access other trails, such as a paddling trail. Trail users want to explore interesting and vibrant places in their travels and need services that the town provides. Basic characteristics of a successful Trail Town include:

- Enticements to get trail users off the trail to explore the town
- Making clear and safe connections between the town and trail
- Welcoming trail users by making town information readily available
- Educating businesses on the economic benefits of meeting the needs of trail tourists
- Promoting a "trail-friendly" town character
- Integrating the trail into the town's culture with annual festivals and events that draw people to the trail who may not normally be trail users
- Connecting residents safely to work, schools, parks and shopping
- Working with neighboring communities to promote the entire long-distance trail as a tourist destination

Any trail, long or short, is an economic asset to a community. It provides free recreation for people of all ages and fitness levels, and offers opportunities to study nature or local history.

The Office of Greenways and Trails' Florida Trail Town program is oriented towards towns which connect to long-distance trails or trail systems, ones that attract travelers from outside the local community and are not used solely by nearby residents. Studies show that the longer a trail is, the farther people will travel to visit it, the longer they will stay, and the more money they will spend. A day-user will spend four times the amount of a local user, and is likely to make a return trip to the Trail Town. An overnight visitor will spend twice the amount of a day-user. For information on recognizing your town as a Florida Trail Town, call 850-245-2061 or contact Doug.Alderson@dep.state.fl.us at the Department of Environmental Protection, Office of Greenways and Trails.

EXHIBIT 2



IS YOUR TOWN A FLORIDA TRAIL TOWN?

This self-assessment will assist your community in understanding the basic characteristics of a successful trail town, and to help you complete the questionnaire to become a recognized Florida Trail Town through the Office of Greenways and Trails. Visit other links on the Florida Trail Town page for additional information.

TRAIL

Multi-use, non-motorized long-distance trail or a connecting trail into the larger system:

- ❖ Define what kind of trail(s) are in proximity (within two miles) of your town. This is important because you can effectively cater to the specific needs of your trail users.
 - What types of trails are in proximity – hiking, biking, paddling, equestrian and shared use non-motorized? How long are they? Are they a part of a regional or state trail system? Do trails in proximity to your town provide connections into a larger system?
 - Is there more than one trail that traverses your town?
 - Are the trail users likely to be day travelers? Are the trail users likely to be long-distance travelers? Will the trail users need bike shops? Will the trail users need paddling equipment? Will they need lodging or to resupply before they continue?

Neighboring trails:

- ❖ Identify what other trails are near your trail (within five miles).
 - What types of trails and what are the distances to the central downtown area?

Excellent and well-maintained trail conditions:

- ❖ The trail(s) should be easy to use, safe and well-maintained. Maintenance is important if you want trail users to return to your town and if you want to attract more visitors. A trail user's visit should be enjoyable, safe and scenic.
 - Is the trail in good condition? Who manages the trail(s)? Do you have a good working relationship with the trail manager(s)?

ACCESSIBILITY

A successful Trail Town has a trail near enough to the central downtown to be readily accessible by trail users. If the trail does not run directly through downtown, there should be a clearly identified path with distance information that leads trail users into town. Businesses and residents should welcome trail users and provide trail friendly services.

Trail traverses the central downtown or is in proximity (within two miles):

- ❖ Depending on the type, a trail can be further removed from your downtown and still be accessible. With a biking trail, for example, a two-mile side trip to your town is not out-of-the-way. However, a hiking or paddling trail which is two miles away can be taxing.
 - How far away from downtown is each trail type? If your town is a larger urban area, how far are essential services from the trail?

Clearly mark the paths and distances from the trail to the central downtown area:

- ❖ Trail users should be able to clearly identify that your town is located nearby. The farther removed the trail is, the more important directional signage will be. Signs should describe the distance and provide clear directions.
 - Is there a path connecting the trail to your downtown? What distance is the trail from your town? Do you need more wayfinding signage on the trail leading into town?

Facilities and amenities are convenient to trail users:

- ❖ Visible businesses benefit economically from trail users. Ideally, goods and services are located at or near the trail's entrance into the town. Trail users desire goods and services which are readily available.
 - Where and what kind of trail-friendly goods and services are in town? What distance are each service provider from the trail?

Business owners and citizens are friendly and welcoming to trail users:

- ❖ Trail users may stay longer, make a return trip, and contribute to tourism and the town's economy when they feel welcomed and well informed. It is beneficial when both business owners and citizens are well informed about the trail, the town, and the various businesses offerings and amenities.
 - Can business owners and citizens answer questions about the town and the trail?

TOWN PARTICIPATION

A common denominator of a successful trail town is a champion. The champion could be a town citizen, group of citizens, local government or non-profit organization, or some combination. The champion(s) may assist in completing the trail town application. Once designated, the champion(s) can coordinate Trail Town information, business and citizen support, networking with neighboring towns, and trail events and marketing.

Trail-oriented Community Support Organization or local trail advocacy groups:

- ❖ The champion(s) serves to assess the town's potential to become a Florida Trail Town and complete the designation application with the Office of Greenways and Trails.
 - Does your town have a champion(s) to coordinate and organize a Trail Town application and perhaps create a Trail Town strategy?

Annual trail festivals or events:

- ❖ Events which take place on or near the trail (a race, a fundraiser, etc.), draws attention to the trail and draws people to the trail who may not normally be trail users. Events boost the overall Trail Town economy via purchases from trail users and new visitors.
 - What events are held on or near the trail? What is the estimated attendance? How many events and how often do events occur?

Trail Town plan or local development plan which includes trails:

- ❖ A written plan with attainable goals is recommended for a Trail Town. A specific "Trail Town Plan" is not a requirement to be designated a Florida Trail Town, although it is encouraged as a best practice.
 - Are trails included in some type of a local development plan for the town? What type of plan involving trails is currently available and includes your town? Do you have a specific "Trail Town Plan" or strategy?

Coordinate with neighboring communities:

- ❖ To be a Trail Town, proximity to a long-distance trail or connecting your town into a larger system is important. Coordinating with your neighboring communities can bring greater economic benefits by bringing in more trail tourism. Your neighbors can help organize and promote events (Many hands make light work).
 - How are you working with your neighbors to promote the trail(s)? Are you working with others in your region to promote trails and trail events?

BUSINESSES

Trails have the potential to provide a significant economic boost to local businesses. Some towns economically thrive because of trails, such as [trail towns along the Appalachian Trail](#) or the [Great Allegheny Passage](#). Becoming a Trail Town provides a unique opportunity to take full advantage of the economic opportunities offered to your town through trails. After evaluating the types of trail users coming into your town, determine if your town offers the necessary goods and services they need.

Provide necessary and specific goods and services to trail users:

- ❖ Partner with your local chamber of commerce, economic development council, county/city commissioner's office or other relevant entities to discuss how to provide goods and services to trail users.

- What are the current businesses in your town which serve trail users? Are there gaps in the goods and services offered? How will those gaps be filled? Is the chamber of commerce or another group involved in developing a Trail Town economic strategy?

Coalition of local businesses that continue to grow and support the trail:

- ❖ Include businesses in the group championing the trail or create a central organization of businesses to assist developing the Trail Town economy. This group can formulate a plan for economic growth and expansion, agree on incentives and discounts to offer trail users, organize business participation in events, and coordinate with trail advocates, neighboring towns and other businesses.
 - Does your trail town have a central business organization? Can you identify existing business partnerships with the potential to participate in developing the Trail Town?

Marketing to and discount for trail users as an incentive to come into town:

- ❖ Give trail users a reason to come to your town by offering them special deals at local businesses. Kiosks on the trail can include advertisements for local businesses, special deals for trail users, or coupons for businesses in town. A small discount (10%-20%) can motivate trail users to visit or stay in your town.
 - What incentives do businesses offer to trail users for goods and services?

AMENITIES

A Trail Town is a friendly place which encourages trail users to visit and welcomes them with warm hospitality. Trail users want to explore interesting and vibrant places in their travels, and while they travel trail users need certain services. The longer they stay, the more money they will spend and the more likely they are to return.

Bike racks, boat docks and launches, hitching posts, etc.:

- ❖ Trail Towns often provide areas for storage of trail user's equipment while they are in town. This makes their stay much easier and enjoyable.
 - What trail amenities are in your town? Are there bike racks? Day-use parking? Kayak launches and ways to secure kayaks, canoes and paddleboards?

Reasonably priced food with local influences:

- ❖ Give trail users an affordable taste of your town. Reasonably priced food is necessary and having local influences makes it all the better. Make sure that these restaurants are family friendly.
 - Are your restaurants trail-friendly? Family-friendly? Affordable? Feature local influences?

Overnight accommodations (hotels, bed & breakfasts, cabins, and campgrounds):

- ❖ Provide overnight accommodations for trail users. It is not necessary to have all types of lodging available, though diversity is desirable (camping, B&B's, hotel chains etc.).

- Is lodging information readily available for trail users? Where?
- Are there special rates or travel packages offered to trail users?
- Have you surveyed trail users to evaluate their stay?

Easily accessible drinking fountains or potable water sources:

- ❖ This is crucial to trail user's health and safety. Water should be available near or on the trail. If there are not water fountains near the trail, consider having water jugs or free bottles of water within businesses for trail users. This is a friendly way to invite trail users into the town and into businesses.
 - Are public potable water sources readily available? Do businesses offer free water in bottles?

Food that can be purchased and easily packaged for trail use:

- ❖ Long-distance trail users require stopping points to refuel.
 - Are there trail-friendly stores where trail users can restock? How far away from the trail?

INFORMATION

Once your trail users are in town, signage, maps or flyers can direct them to businesses. This is a great way to inform trail users about the attractions and events your town has that they may not have previously known about. Make navigation of your town easy for trail users - provide them as much information as possible about your town as quickly as you can.

Informational pamphlets within the central business district:

- ❖ Produce pamphlets about what your town offers within the central business district. This is a great way to encourage trail users to enjoy all your town's offerings and to promote return trips.
 - Do businesses keep free informational pamphlets and event flyers in their stores?

SAFETY

Trail users want to feel safe and protected both on the trail and within your town.

Safe and navigable downtown business district and amenities:

The town is well-lit, has wide sidewalks, protected bike lanes and crosswalks.

- Does your downtown area feel safe and is it easy to navigate? Is it family-friendly and welcoming? Has your town reviewed or adopted the Florida [Complete Streets](#) guidelines?
- Is safety addressed in your current local development or "Trail Town Plan"?

Law enforcement is familiar with the trail terrain, length, and town:

- ❖ If an emergency occurs on the trail, first responders should be familiar with the trail and be able to reach trail users quickly.
 - Do first responders and law enforcement know where trail users are coming from, if there are connecting trails, and what types of trails are around town?

Medical services for trail users:

- ❖ Depending on what type of trail is near your town, trail users might need specific types of medical services. If you have a mountain bike trail you might need emergency medical services with off-road vehicles. If you have a paddling trail, you might need a rescue boat. If you have a hiking trail, you might need a golf cart or universal terrain vehicle to pick up injured or stranded hikers.
 - What type of medical services and equipment for trail users are available?

**TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD**

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 6/5/2019	MEETING DATE 8/7/2019	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARIE DANIELS Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development		P	NO
BRIAN SINGLETON Alt - Thomas Strom Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
Dekova Batey Alt - Scott Wright	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
JASON SIMMONS Alt - Andrew Persons	City of Gainesville Department of Doing	P	P	NO
DEBORAH LEISTNER (Chair) Alt - Jesus Gomez	City of Gainesville Department of Mobility [Operations, Planning and Transit] Department of Public Works [Engineering, Maintenance, Pavement Management]	P	P	NO
AARON CARVER Alt - Suzanne Schiemann Alt - Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	A	YES
MARI SCHWABACHER Alt - Karen Taulbee	Florida Department of Transportation	E	P	NO
YAIMA DROESE Alt - Reginald Thomas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Erik Lewis	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER (Vice-Chair) Alt - Scott Fox	University of Florida Transportation & Parking Services	P	A	NO

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

me\plem20\tac\attendanceTAC_100219.xls

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 address consistent absences and is empowered to recommend corrective action for Metropolitan Transportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	4/3/2019	6/5/2019	8/7/2019	Violation If Absent At Next Meeting 10/2/2019
Thomas Bolduc	19-Dec	A	P	P	-
Craig Brashier	20-Dec	P	E	P	-
Alyssa Brown	20-Dec	P	P	P	-
Nelle Bullock	19-Dec	P	A	P	-
Mary Ann DeMatas	18-Dec	P	P	P	-
Jan Frentzen	21-Dec	A	P	A	-
Gilbert Levy	20-Dec	P	P	P	-
Chandler Otis	21-Dec	P	P	A	-
John Pickett	19-Dec	P	P	P	-
James Samec	20-Dec	P	A	P	-
Ruth Steiner	21-Dec	P	P	P	-
VACANT	19-Dec	-	-	-	-
Luke Tia	19-Dec	P	A	P	-
Chris Towne	20-Dec	P	P	P	-
Joshua Williams	21-Dec	A	P	P	-

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

t:\mike\lem19\cac\attd_cac1002.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 hereby 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 hereby defined to be unexcused.

Please note that attendance is recorded for all scheduled Citizens Advisory Committee meetings whether or not a quorum is met.

ADDITIONAL NOTE: Members denoted in **BOLD ITALICS** are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2019 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	February 6	February 7	February 25 at 3:00 p.m.
APRIL	April 3 <i>TAC @ NCFRPC</i>	April 4	April 22 at 3:00 p.m.
JUNE	June 5 <i>CAC @ TMC</i>	June 6	June 24 at 5:00 p.m.
AUGUST	August 7	August 8	August 26 at 3:00 p.m.
OCTOBER	October 2	October 3	October 28 at 3:00 p.m.
DECEMBER	November 20	November 21	December 16 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the General Purpose Meeting Room of the Gainesville Regional Utilities Administration Building;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization

TAC means Technical Advisory Committee

CAC means Citizens Advisory Committee

B/PAB means Bicycle/Pedestrian Advisory Board

NCFRPC means North Central Florida Regional Planning Council

TMC means City of Gainesville Traffic Management Center

