

**II**

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August 5 2020

TO: Technical Advisory Committee
Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On August 12, 2020, the Technical Advisory Committee will meet at 2:00 p.m. Also on August 12, 2020, the Citizens Advisory Committee will meet at 7:00 p.m. Times shown on this agenda are for the Citizens Advisory Committee meeting. Due to the COVID-19 Public Health Emergency, these meetings will be conducted via the following communications media technology:

DIAL IN NUMBER: Toll free 1.888.585.9008

CONFERENCE CODE: 568 124 316

STAFF RECOMMENDATION

7:00 p.m.	I.	Introductions (if needed)*	
Page #1 7:05 p.m.	II.	Approval of Meeting Agenda	APPROVE AGENDA
Page #3 7:10 p.m.	III.	Approval of Committee Minutes	APPROVE MINUTES
Page #39 7:15 p.m.	IV.	Transportation Improvement Program Amendment - Roll Forward Projects	APPROVE STAFF RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to approve the Transportation Improvement Program Amendment to roll forward projects in order for these funds to be spent within the Gainesville Metropolitan Area.

Page #49 7:20 p.m.	V.	Public Involvement Plan Update	APPROVE STAFF RECOMMENDATION
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Each year, the Metropolitan Transportation Planning Organization reviews its public involvement plan to ensure that its process provides full and open access to all citizens.

Page #53
7:25 p.m.

**VI. Year 2045 Long-Range Transportation Plan -
Public Participation Plan Amendment**

**APPROVE STAFF
RECOMMENDATION**

The Public Participation Plan needs to be revised to include public participation revisions to mitigate impacts due to the COVID-19 Public Health Emergency.

Page #57
7:30 p.m.

**VII. Year 2045 Long-Range Transportation Plan Update -
Draft Year 2045 Cost Feasible Plan**

**APPROVE STAFF
RECOMMENDATION**

Metropolitan Transportation Planning Organization staff and its consultant, The Corradino Group, Inc., has worked with the Year 2045 Long-Range Transportation Plan Technical Working Group to develop the draft Year 2045 Cost Feasible Plan.

Page #71
7:45 p.m.

VIII. Florida Transportation Plan Vision Element

FOR INFORMATION ONLY

The Florida Department of Transportation has published the Florida Transportation Plan Vision Element.

IX. Information Items

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

Page #93
Page #95

- A. Advisory Committee Attendance Records
- B. Meeting Calendar - 2020

*No handout included with the enclosed agenda item.

MINUTES

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

Virtual Public Meeting
Via Communication Media Technology
Gainesville, Florida

June 3, 2020
2:00 p.m.

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Dekova Batey Chris Dawson, Chair Yaima Droese Ronald Fuller Deborah Leistner Erik Lewis, Vice-Chair Mari Schwabacher Jason Simmons	Aaron Carver Tony Flagert	Linda Dixon Edward Ng Karen Taulbee Srin Varanasi	Michael Escalante Scott Koons

CALL TO ORDER

Chair Chris Dawson, Alachua County Transportation Planning Manager, called the meeting to order at 2:08 p.m.

I. INTRODUCTIONS

Chair Dawson introduced himself and asked other members to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Dawson asked for approval of the agenda.

MOTION: Deborah Leistner moved to approve the meeting agenda. Erik Lewis seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Dawson stated that the November 20, 2019 minutes were ready for consideration of approval by the Technical Advisory Committee.

MOTION: Erik Lewis moved to approve the November 20, 2019 Technical Advisory Committee minutes. Deborah Leistner seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2020-21 TO 2024-25

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

- Federal Coronavirus supplemental aviation and transit funding; and
- Federal Transit Administration transit formula grant funding updates.

MOTION: Deborah Leistner moved to recommend that the Metropolitan Transportation Planning Organization approve the Transportation Improvement Program for Fiscal Years 2020-21 to 2024-25. Erik Lewis seconded; motion passed unanimously.

A Committee member requested that the Florida Department of Transportation provide information on push-button project center turnlane on University Avenue (State Road 26).

V. LIST OF PRIORITY PROJECTS

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

Linda Dixon, University of Florida Planning Director, discussed Transportation Alternatives Program applications.

MOTION: Deborah Leistner moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2021-22 to 2025-26 List of Priority Projects revised to eliminate Route 121 from Table 3 Transit Priorities and Table D-2 Transit Priorities Supplemental Information -Transit Development Plan. Erik Lewis seconded; motion passed unanimously.

VI. TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set Transit Safety Targets to meet federal legislation requirements. He discussed the safety measures and targets and answered questions.

MOTION: Deborah Leistner moved to recommend that the Metropolitan Transportation Planning Organization set transit safety performance targets consistent with the City of Gainesville Regional Transit System targets (see Exhibit 1). Erik Lewis seconded; motion passed unanimously.

VII. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN - NEEDS PLAN

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to update its long-range transportation plan. He said that the Year 2045 Long-Range Transportation Plan Technical Working Group has developed a draft Year 2045 Needs Plan.

Srin Varanasi, The Corradino Group, Inc. Vice President, discussed the draft Year 2045 Needs Plan projects and answered questions.

MOTION: Erik Lewis moved to recommend that the Metropolitan Transportation Planning Organization approve the draft Year 2045 Long-Range Transportation Plan Needs Plan:

- **Year 2045 Congested Roadway Facilities; Supplemental Projects for Scenario Testing; Alachua County Comprehensive Plan - General Purpose Lane Capacity Projects; Alachua County Comprehensive Plan - General Purpose Lanes with Dedicated Transit Lane Capacity Projects; and Alachua County Comprehensive Plan - Dedicated Transit Lane Capacity Projects (Exhibit 2);**
- **Transit Development Plan projects (Exhibit 3); and**
- **Bicycle and Pedestrian "Box-Fund" projects (Exhibit 4).**

Deborah Leistner seconded; motion passed unanimously.

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 3:45 p.m.

Date

Chris Dawson, Chair

EXHIBIT 1

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transit Safety Targets**

Performance Measure	Performance Measure Rate	Target
Preventable Accidents	Per 100,000 Miles	Less Than One
Injuries	Per 100,000 Miles	Less Than Two
Fatalities	Per 100,000 Miles	Zero
Safety Events	Per 100,000 Miles	Less Than Eight
System Reliability	Mean Distance Between Mechanical Failure	Less than 9,000 Miles

Note - These Transit Safety Performance Targets are consistent with the Regional Transit System Targets.

EXHIBIT 2

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long Range Transportation Plan

Draft Transportation Needs Plan

Year 2045 Forecasted Congested Roadways (based on Existing-plus-Committed Network)

Map ID	Facility Name	From	To	Existing - Plus - Committed Lanes	Total Lanes Needed (Unconstrained)
29	Archer Road (State Road 24)	SW 173rd Court	SW 75th Street/Tower Road	2	4
86	Archer Road (State Road 24)	SW 75th Street/Tower Road	I-75 (State Road 9)	4	6
85	Archer Road (State Road 24)	I-75 (State Road 9)	SW 16th Avenue	6	8
30	Archer Road (State Road 24)	SW 16th Avenue	SW 13th Street (US 441)	4	6
4	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	2	4
83	I-75 (Entire corridor)	Marion Countyline/ External Station	Columbia Countyline/ External Station	6	8
13	NW 8th Avenue	Newberry Road	NW 34th Street (State Road 121)	4	6
84	Newberry Road (State Road 26)	I-75	NW 8th Avenue	6	8
20	Newberry Road (State Road 26)	NW 8th Avenue	SW 2nd Avenue	4	6
7	NW 23rd Avenue	NW 98th Street	NW 55th Street	2	4
44	NW 16th Avenue	NW 34th Street	NW 13th Street (US 441)	4	6
42	NW 23rd Boulevard	NW 22nd Street	NW 13th Street (US 441)	2	4
39	NW 34th Street (State Road 121)	W University Avenue	NW 31st Boulevard	2	4
40	NW 34th Street (State Road 121)	NW 31st Boulevard	NW 53rd Avenue	2	4
95	NW 34th Boulevard (State Road 121)	NW 53rd Avenue	NW 77th Avenue	2	4
1	NW 39th Avenue	SW 143rd Street	NW 105th Street	2	4
11	NW 43rd Street	Newberry Road	NW 13th Street (US 441)	4	6
94	NW 53rd Avenue	NW 52nd Terrace	NE 151st Street	2	4
5	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue (State Road 222)	2	4
3	NW 98th Street	Newberry Road	NW 39th Avenue (State Road 222)	2	4

Map ID	Facility Name	From	To	Existing - Plus - Committed Lanes	Total Lanes Needed (Unconstrained)
2	NW 143rd Street	Newberry Road	NW 46th Avenue	2	4
31	SW 16th Avenue (State Road 226)	Shealy Drive	Main Street	4	6
23	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	2	4
35	SW 23rd Terrace	Williston Road	Hull Road	2	4
27	SW 24th Avenue	SW 43rd Street	SW 34th Street	2	4
36	SW 35th Place	SW 34th Street	SW 27th Street	2	4
37	SW 39th Boulevard	Archer Road	SW 34th Street	2	4
52	SW 4th Avenue	SW 13th Street (US 441)	SE 3rd Street	2	4
21	SW 62nd Boulevard	Newberry Road	Clark Butler Boulevard	2	4
17	SW 75th Street/Tower Road	SW 75th Court	SW 8th Avenue	2	4
88	SW 8th Avenue	SW 91st Street	SW 20th Avenue	2	4
33	Williston Road (State Road 331)	SW 40th Street	SW 35th Drive	2	4
34	Williston Road (State Road 331)	SW 35th Street	SW 13th Street	4	6
53	NW 13th Street (US 441)	NW 16th Avenue	NW 39th Avenue	4	6
29	Archer Road (State Road 24)	SW 173rd Court	SW 75th Street/Tower Road	2	4
85	Archer Road (State Road 24)	I-75 (State Road 9)	SW 16th Avenue	6	8
30	Archer Road (State Road 24)	SW 16th Avenue	SW 13th Street	4	6
4	Ft. Clark Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	2	4
13	NW 8th Avenue	Newberry Road (State Road 26)	NW 34th Street	4	6

**Draft Transportation Needs Plan
Supplemental Projects for Scenario Testing***

Facility	From/At	To	Modification
NW 83rd Street	NW 39th Avenue (State Road 222)	SpringHills Boulevard	Two- Lane Extension
NW 91st Street	4100 Block	SpringHills Boulevard	Two- Lane Extension
NW 98th Street	NW 39th Avenue (State Road 222)	SpringHills Boulevard	Two- Lane Extension
Radio Road	Hull Road	SW 34th Street (State Road 121)	Two- Lane Extension
Hull Road	SW 20th Avenue	SW 38th Terrace	Two- Lane Extension
SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two- Lane Roadway
SpringHills Connector	SpringHills Boulevard	Millhopper Road	New Two- Lane Roadway
Park-and-Ride	Tower Road at SW 8th Avenue	-	Construct Park-and-Ride

*Supplemental testing will also include projects from the Alachua County Comprehensive Plan that are within the Gainesville Metropolitan Area.

Draft Transportation Needs Plan
Alachua County Comprehensive Plan - General Purpose Lane Capacity Projects

Project Name-	From	To	Project Description
NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	Widen to 3 lane complete street
NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	Widen to 4 lanes, including bridge over I-75 plus Transit Pre-emption Provisions
NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	Widen to 4 lanes
NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes
NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes
NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway
NW 91st Street Extension	Terminus	NW 46th Avenue Extension	New Construction, 4 lanes
NW 98th Street Extension	NW 39th Avenue	NW 46th Avenue	New Construction, 4 lanes
SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	Widen, 4 lanes with bridge over I-75
SW 91st Street / SW 73rd Avenue Extension	Archer Road (State Road 24)	SW 88th Street	New Construction, 2 lanes
New Road South and Parallel to Archer Road (State Road 24)	SW 63rd Boulevard	Archer Road (State Road 24)	New Construction, 2 lanes
SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes
SW 63rd Boulevard/ SW 67th Avenue	SW 24th Ave	Archer Road (state Road 24)	New Construction, 2 lanes

Draft Transportation Needs Plan
Alachua County Comprehensive Plan - General Purpose Lanes with Dedicated Transit Lane Capacity Projects

Project Name-	From	To	Project Description
NW 83rd Street	NW 39th Avenue	NW 46th Avenue	New roadway plus 2 Dedicated Transit Lanes
NW 46th Avenue	NW 83rd Street Extension	NW 91st Street Extension	New roadway plus 2 Dedicated Transit Lanes
NW 46th Avenue	NW 91st Street Extension	NW 98th Street Extension	New 4 lane roadway plus 2 Dedicated Transit Lanes and Bridge over I-75
NW 46th Avenue	NW 98th Extension	NW 115th Street Extension	New Construction, 2 lanes plus Dedicated Transit Lane
NW 115th Street	NW 39th Avenue	NW 46th Avenue	New Construction, 2 lanes plus Dedicated Transit Lane
NW 122nd Street/ 115th Street	Newberry Road (State Road 26)	NW 39th Avenue	New Construction, 2 lanes plus Dedicated Transit Lane
Archer Road (State Road 24)	SW 75th Terrace	SW 91st Street	Widen, 4 lanes plus Dedicated Transit Lane

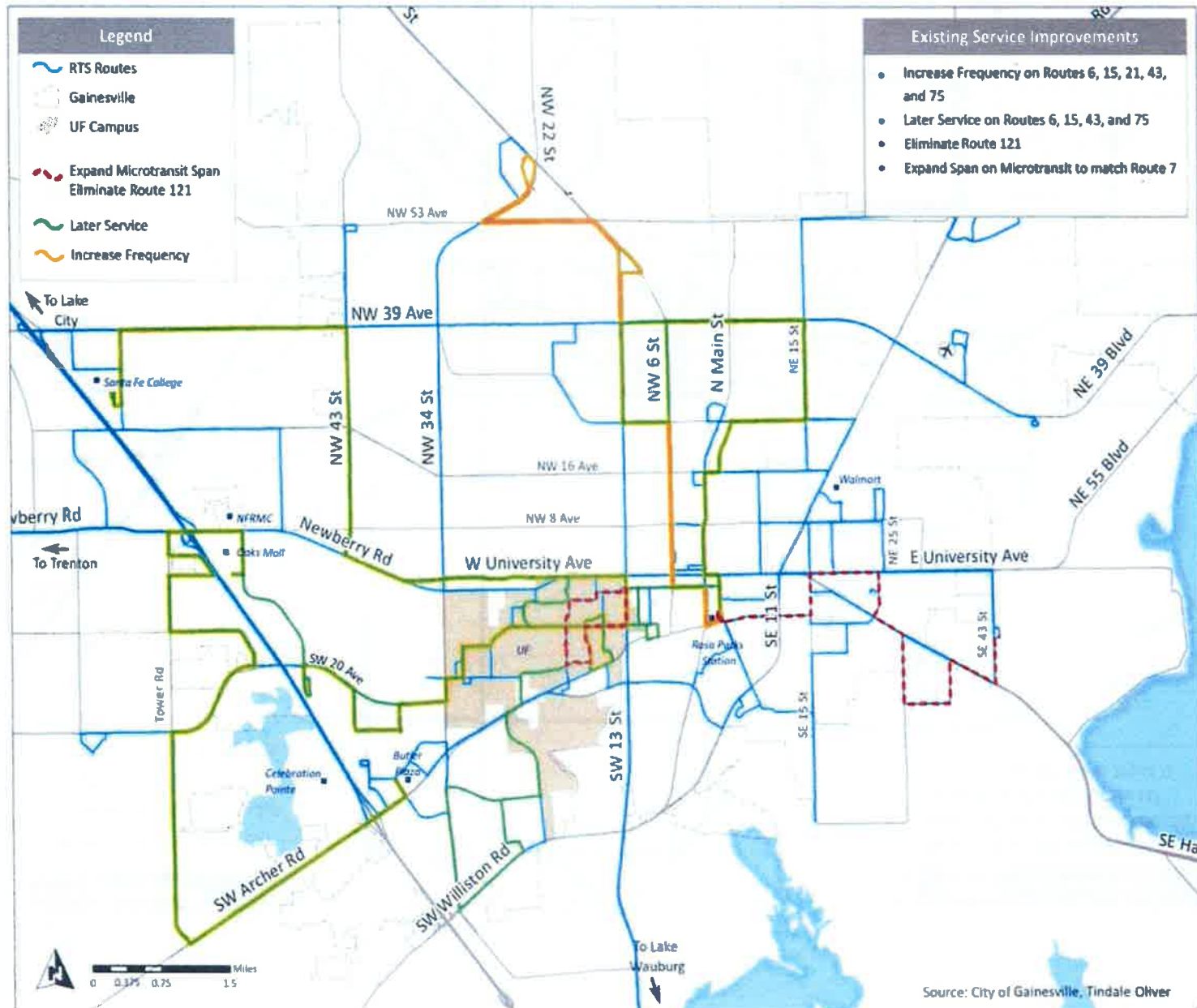
Draft Transportation Needs Plan
Alachua County Comprehensive Plan - Dedicated Transit Lane Capacity Projects

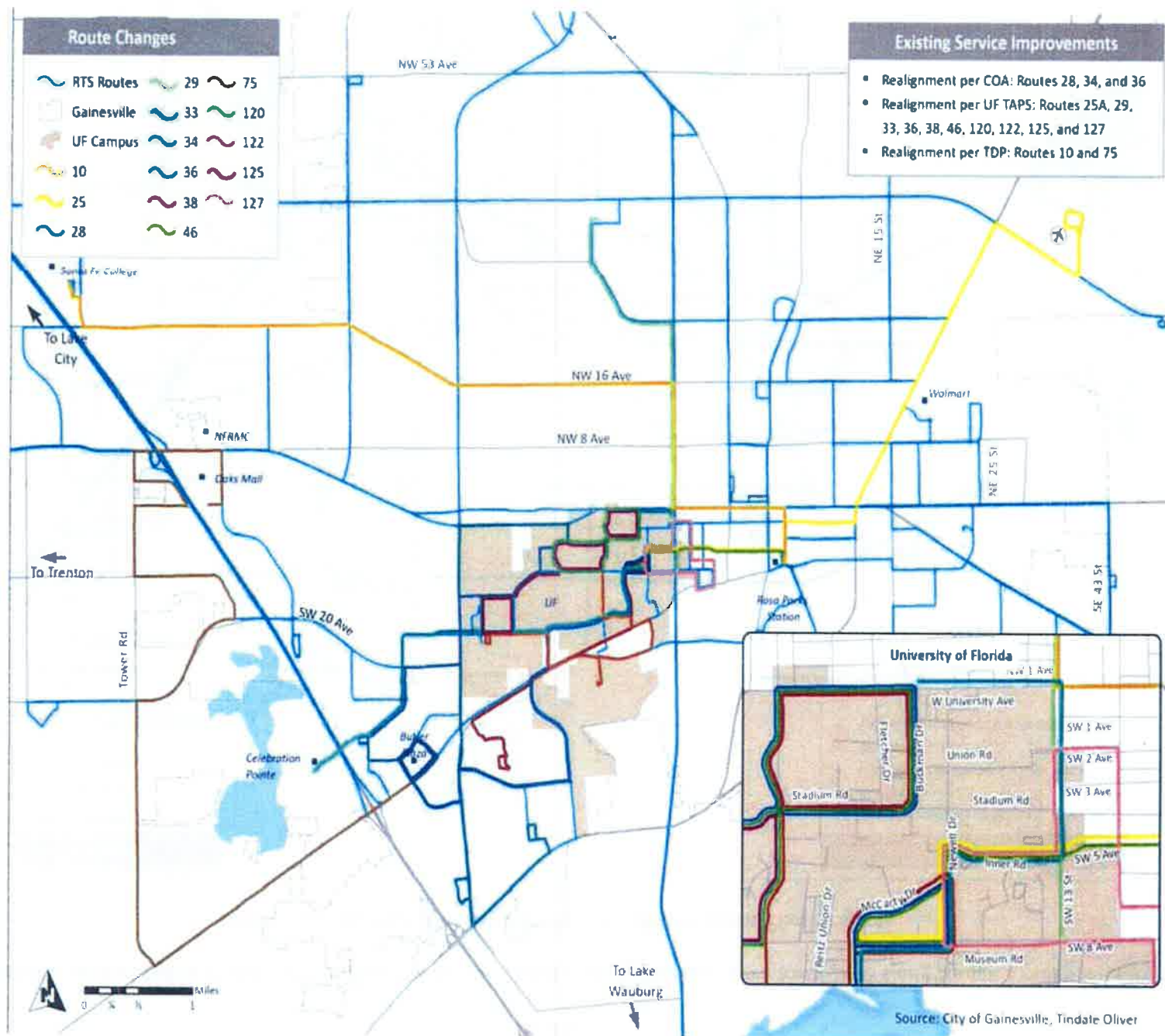
Project Name-	From	To	Project Description
Ft. Clarke Boulevard	Newberry Road	NW 23rd Avenue	2 Dedicated Transit Lanes
NW 83rd Street	NW 39th Avenue	NW 23rd Street	2 Dedicated Transit Lanes
Newberry Road (State Road 26)	I-75 (State Road 9)	NW 109th Drive	Dedicated Transit Lane in median plus signal upgrade
Newberry Road (State Road 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median plus resurface & signal upgrade
SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane
Archer Road (State Road 24)	SW 75th Street	SW 45th Street	Dedicated Transit Lane plus signal upgrade
SW 91st Street	Archer Road	SW 46th Boulevard	Dedicated Transit Lane
SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane
Hawthorne Road (State Road 20)	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Reconfigure existing roadway, add multi-use path)

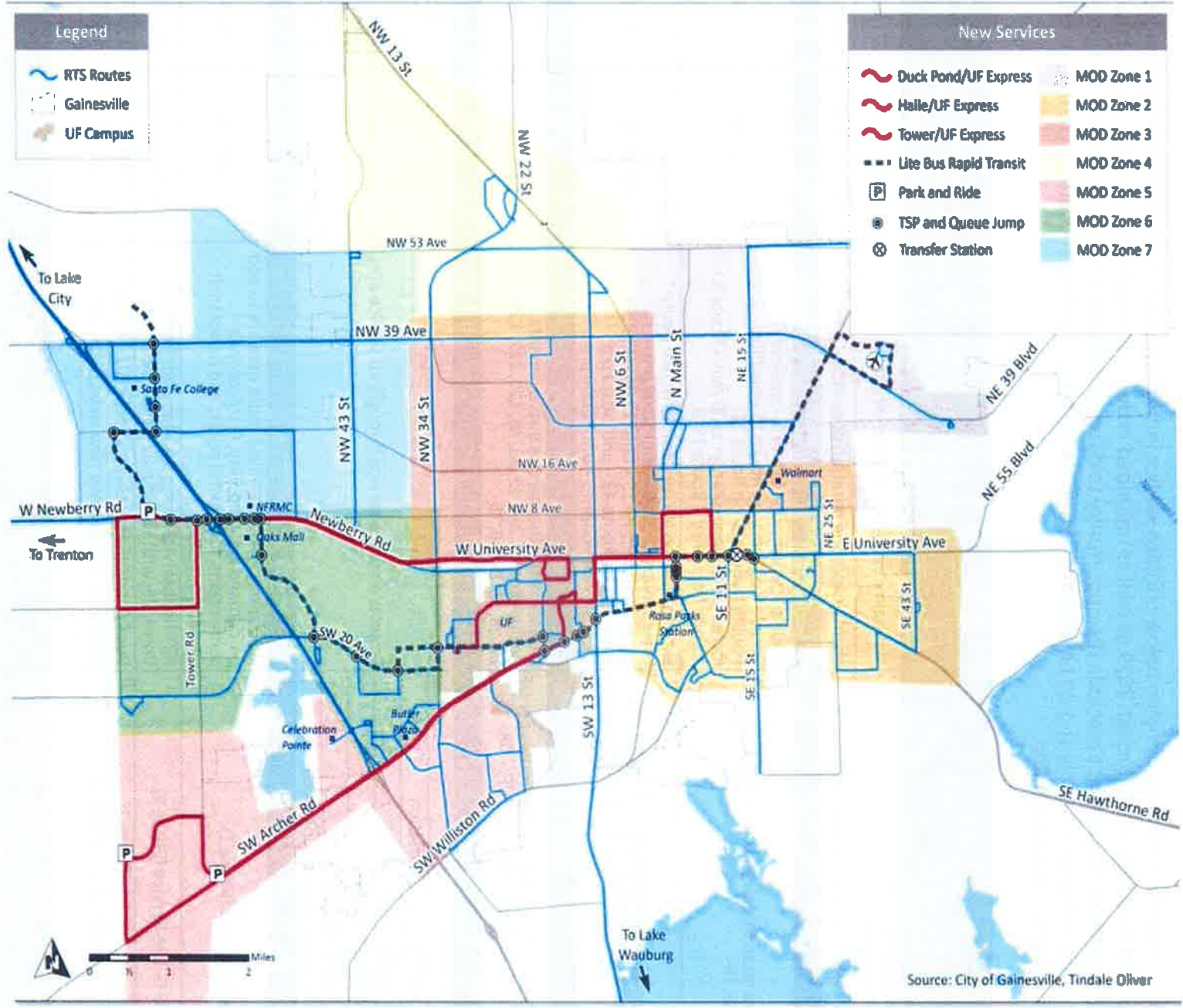
EXHIBIT 3

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long Range Transportation Plan

Draft Transportation Needs Plan Transit Development Plan Projects







10-Year Implementation Plan

The implementation plan shown below outlines service improvements included in the recommended transit plan from 2020 through 2029 as well as unfunded needs. It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements. This project implementation schedule should be adjusted as priorities change, funding allocations change, or more funding becomes available.

	Description	10-Year Operating Cost	10-Year Capital Cost
Maintain Existing Fixed-Route Service	Maintain existing fixed-route service	\$266,390,435	\$77,334,006
Maintain Existing Paratransit Service	Maintain existing paratransit service	\$21,713,299	\$4,493,369
Phase 1 (2020–2024)			
Increase frequencies on Routes 6, 15, 21, 43, 75	Double frequency on Route 6 – weekday Double frequency on Route 15 – evening Double frequency on Route 21 Increase frequency 30 min to 20 min – Route 43 30-min frequency – Route 75	\$19,283,899	\$1,448,286
Increase service span on Routes 6, 15, 21, 43, 75, 600/601 (Microtransit)	Expand span on Microtransit to match Route 7 Later service Route 6 – until 10:00 pm Later service Route 15 – until 12:00 midnight Later service Route 43 – until 10:00 pm Later service Route 75 – until 11:00 pm	\$9,058,740	\$1,448,286
Phase 2 (2025–2029)			
Replace Route 121, realign routes per UF TAPS, realign routes per TDP/COA	Replace with other service improvements Realign Routes 25A, 29, 38, 46, 120, 122, 125, 127, 10, 28, 33, 34, 36, 75	\$371,326	\$0
Other/Capital Projects (2020–2029)			
TSP/Queue Jump	Projects enhance service throughout service area		\$16,050,000
East Side Transfer Station			\$4,006,925
Bus Stop Infrastructure			\$5,861,000
ADA Improvements			\$5,000,000
Technology Projects			\$10,723,000
Recurring Facilities Upgrades			\$1,567,615
Unfunded Needs (2020–2029)			
MOD Service (Phase 1)	MOD zones (7) overlay fixed route network to add on-demand local mobility, first/last-mile connections, for general public and paratransit demand	\$7,565,194	\$645,496
BRT– Lite Service (Phase 2)	BRT light service along Newberry, Archer, West University with TSP/queue jump treatments	\$13,692,629	\$5,315,356
Express Service (Phase 2)	Duck Pond/UF Express and Tower/UF Express	\$5,569,883	\$2,319,387
Paratransit Service (Phase 2)	Expanded ADA to cover new service/demand	\$919,081	\$2,078,687

Costs and Revenue Summary	10-Year Cost	10-Year Revenue	Unfunded
Operating Needs	\$349,184,682	\$293,466,577	\$55,718,106
Capital Needs	\$138,291,411	\$94,531,600	\$45,533,958

EXHIBIT 4

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long-Range Transportation Plan

Year 2045 Needs Plan Bicycle and Pedestrian Projects - Alachua Countywide Bicycle-Pedestrian Master Plan

- An updated list of bicycle and pedestrian facility “box-funded” projects within the Gainesville Metropolitan Area to be included in the Year 2045 Long-Range Transportation Plan Federal Transportation Alternatives Program “Box Funds” are to be developed in the upcoming Alachua Countywide Bicycle-Pedestrian Master Plan.
- Alachua County, City of Gainesville and University of Florida are jointly funding this planning effort that is anticipated to begin later in 2020..
- The Alachua Countywide Bicycle-Pedestrian Master Plan will be an update of the 2001 Alachua Countywide Bicycle Master Plan and initial countywide pedestrian facility planning document.

MINUTES

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

Virtual Public Meeting
Via Communication Media Technology
Gainesville, Florida

June 3, 2020
7:00 p.m.

MEMBERS PRESENT

Thomas Bolduc
Craig Brashier
Alyssa Brown
Jean LeMire
Gilbert Levy
James Samec
Ruth Steiner, Chair
Chris Towne

MEMBERS ABSENT

Nelle Bullock
Mary Ann DeMatas
Jan Frentzen
Chandler Otis, Vice-Chair
Joshua Williams

OTHERS PRESENT

Aditya Katragadda
Srin Varanasi

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Chair Ruth Steiner called the meeting to order at 7:12 p.m.

I. INTRODUCTIONS

Chair Steiner introduced herself and asked member to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Steiner asked for approval of the agenda.

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

III. APPROVAL OF COMMITTEE MINUTES

Chair Steiner asked for approval of the November 20, 2019 Citizens Advisory Committee meeting minutes.

MOTION: Thomas Bolduc moved to approve the November 20, 2019 Citizens Advisory Committee minutes. Gilbert Levy seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2020-21 TO 2024-25

Michael Escalante, Senior Planner, stated that the Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects to the maximum extent feasible consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for federal and state transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in the Transportation Improvement Program. He discussed the Transportation Improvement Program and answered questions. He noted that the draft Transportation Improvement Program was revised to include:

- Federal Coronavirus supplemental aviation and transit funding; and
- Federal Transit Administration transit formula grant funding updates.

MOTION: Chris Towne moved to recommend that the Metropolitan Transportation Planning Organization approve the Transportation Improvement Program for Fiscal Years 2020-21 to 2024-25. Craig Brashier seconded; motion passed unanimously.

V. LIST OF PRIORITY PROJECTS

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

MOTION: Chris Towne moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2021-22 to 2025-26 List of Priority Projects revised to eliminate Route 121 from Table 3 Transit Priorities and Table D-2 Transit Priorities Supplemental Information -Transit Development Plan. Alyssa Brown seconded; motion passed unanimously.

VI. TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set Transit Safety Targets to meet federal legislation requirements. He discussed the safety measures and targets and answered questions.

MOTION: Gilbert Levy moved to recommend that the Metropolitan Transportation Planning Organization set transit safety performance targets consistent with the City of Gainesville Regional Transit System targets (see Exhibit 1). Chris Towne seconded; motion passed unanimously.

VII. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN - NEEDS PLAN

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to update its long-range transportation plan. He said that the Year 2045 Long-Range Transportation Plan Technical Working Group has developed a draft Year 2045 Needs Plan.

Srin Varanasi, The Corradino Group, Inc. Vice President, discussed the draft Year 2045 Needs Plan projects and answered questions.

MOTION: Jean LeMire moved to recommend that the Metropolitan Transportation Planning Organization approve the draft Year 2045 Long-Range Transportation Plan Needs Plan:

- **Year 2045 Congested Roadway Facilities; Supplemental Projects for Scenario Testing; Alachua County Comprehensive Plan - General Purpose Lane Capacity Projects; Alachua County Comprehensive Plan - General Purpose Lanes with Dedicated Transit Lane Capacity Projects; and Alachua County Comprehensive Plan - Dedicated Transit Lane Capacity Projects (Exhibit 2);**
- **Transit Development Plan projects (Exhibit 3); and**
- **Bicycle and Pedestrian “Box-Fund” projects (Exhibit 4).**

Alyssa Brown seconded; motion passed unanimously.

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 7:51 p.m.

Date

Ruth Steiner, Chair

EXHIBIT 1

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transit Safety Targets**

Performance Measure	Performance Measure Rate	Target
Preventable Accidents	Per 100,000 Miles	Less Than One
Injuries	Per 100,000 Miles	Less Than Two
Fatalities	Per 100,000 Miles	Zero
Safety Events	Per 100,000 Miles	Less Than Eight
System Reliability	Mean Distance Between Mechanical Failure	Less than 9,000 Miles

Note - These Transit Safety Performance Targets are consistent with the Regional Transit System Targets.

EXHIBIT 2

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long Range Transportation Plan

Draft Transportation Needs Plan Year 2045 Forecasted Congested Roadways (based on Existing-plus-Committed Network)

Map ID	Facility Name	From	To	Existing - Plus - Committed Lanes	Total Lanes Needed (Unconstrained)
29	Archer Road (State Road 24)	SW 173rd Court	SW 75th Street/Tower Road	2	4
86	Archer Road (State Road 24)	SW 75th Street/Tower Road	I-75 (State Road 9)	4	6
85	Archer Road (State Road 24)	I-75 (State Road 9)	SW 16th Avenue	6	8
30	Archer Road (State Road 24)	SW 16th Avenue	SW 13th Street (US 441)	4	6
4	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	2	4
83	I-75 (Entire corridor)	Marion Countyline/ External Station	Columbia Countyline/ External Station	6	8
13	NW 8th Avenue	Newberry Road	NW 34th Street (State Road 121)	4	6
84	Newberry Road (State Road 26)	I-75	NW 8th Avenue	6	8
20	Newberry Road (State Road 26)	NW 8th Avenue	SW 2nd Avenue	4	6
7	NW 23rd Avenue	NW 98th Street	NW 55th Street	2	4
44	NW 16th Avenue	NW 34th Street	NW 13th Street (US 441)	4	6
42	NW 23rd Boulevard	NW 22nd Street	NW 13th Street (US 441)	2	4
39	NW 34th Street (State Road 121)	W University Avenue	NW 31st Boulevard	2	4
40	NW 34th Street (State Road 121)	NW 31st Boulevard	NW 53rd Avenue	2	4
95	NW 34th Boulevard (State Road 121)	NW 53rd Avenue	NW 77th Avenue	2	4
1	NW 39th Avenue	SW 143rd Street	NW 105th Street	2	4
11	NW 43rd Street	Newberry Road	NW 13th Street (US 441)	4	6
94	NW 53rd Avenue	NW 52nd Terrace	NE 151st Street	2	4
5	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue (State Road 222)	2	4
3	NW 98th Street	Newberry Road	NW 39th Avenue (State Road 222)	2	4

Map ID	Facility Name	From	To	Existing - Plus - Committed Lanes	Total Lanes Needed (Unconstrained)
2	NW 143rd Street	Newberry Road	NW 46th Avenue	2	4
31	SW 16th Avenue (State Road 226)	Shealy Drive	Main Street	4	6
23	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	2	4
35	SW 23rd Terrace	Williston Road	Hull Road	2	4
27	SW 24th Avenue	SW 43rd Street	SW 34th Street	2	4
36	SW 35th Place	SW 34th Street	SW 27th Street	2	4
37	SW 39th Boulevard	Archer Road	SW 34th Street	2	4
52	SW 4th Avenue	SW 13th Street (US 441)	SE 3rd Street	2	4
21	SW 62nd Boulevard	Newberry Road	Clark Butler Boulevard	2	4
17	SW 75th Street/Tower Road	SW 75th Court	SW 8th Avenue	2	4
88	SW 8th Avenue	SW 91st Street	SW 20th Avenue	2	4
33	Williston Road (State Road 331)	SW 40th Street	SW 35th Drive	2	4
34	Williston Road (State Road 331)	SW 35th Street	SW 13th Street	4	6
53	NW 13th Street (US 441)	NW 16th Avenue	NW 39th Avenue	4	6
29	Archer Road (State Road 24)	SW 173rd Court	SW 75th Street/Tower Road	2	4
85	Archer Road (State Road 24)	I-75 (State Road 9)	SW 16th Avenue	6	8
30	Archer Road (State Road 24)	SW 16th Avenue	SW 13th Street	4	6
4	Ft. Clark Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	2	4
13	NW 8th Avenue	Newberry Road (State Road 26)	NW 34th Street	4	6

**Draft Transportation Needs Plan
Supplemental Projects for Scenario Testing***

Facility	From/At	To	Modification
NW 83rd Street	NW 39th Avenue (State Road 222)	SpringHills Boulevard	Two- Lane Extension
NW 91st Street	4100 Block	SpringHills Boulevard	Two- Lane Extension
NW 98th Street	NW 39th Avenue (State Road 222)	SpringHills Boulevard	Two- Lane Extension
Radio Road	Hull Road	SW 34th Street (State Road 121)	Two- Lane Extension
Hull Road	SW 20th Avenue	SW 38th Terrace	Two- Lane Extension
SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two- Lane Roadway
SpringHills Connector	SpringHills Boulevard	Millhopper Road	New Two- Lane Roadway
Park-and-Ride	Tower Road at SW 8th Avenue	-	Construct Park-and-Ride

*Supplemental testing will also include projects from the Alachua County Comprehensive Plan that are within the Gainesville Metropolitan Area.

**Draft Transportation Needs Plan
Alachua County Comprehensive Plan - General Purpose Lane Capacity Projects**

Project Name-	From	To	Project Description
NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	Widen to 3 lane complete street
NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	Widen to 4 lanes, including bridge over I-75 plus Transit Pre-emption Provisions
NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	Widen to 4 lanes
NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes
NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes
NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway
NW 91st Street Extension	Terminus	NW 46th Avenue Extension	New Construction, 4 lanes
NW 98th Street Extension	NW 39th Avenue	NW 46th Avenue	New Construction, 4 lanes
SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	Widen, 4 lanes with bridge over I-75
SW 91st Street / SW 73rd Avenue Extension	Archer Road (State Road 24)	SW 88th Street	New Construction, 2 lanes
New Road South and Parallel to Archer Road (State Road 24)	SW 63rd Boulevard	Archer Road (State Road 24)	New Construction, 2 lanes
SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes
SW 63rd Boulevard/ SW 67th Avenue	SW 24th Ave	Archer Road (state Road 24)	New Construction, 2 lanes

**Draft Transportation Needs Plan
Alachua County Comprehensive Plan - General Purpose Lanes with Dedicated Transit Lane Capacity Projects**

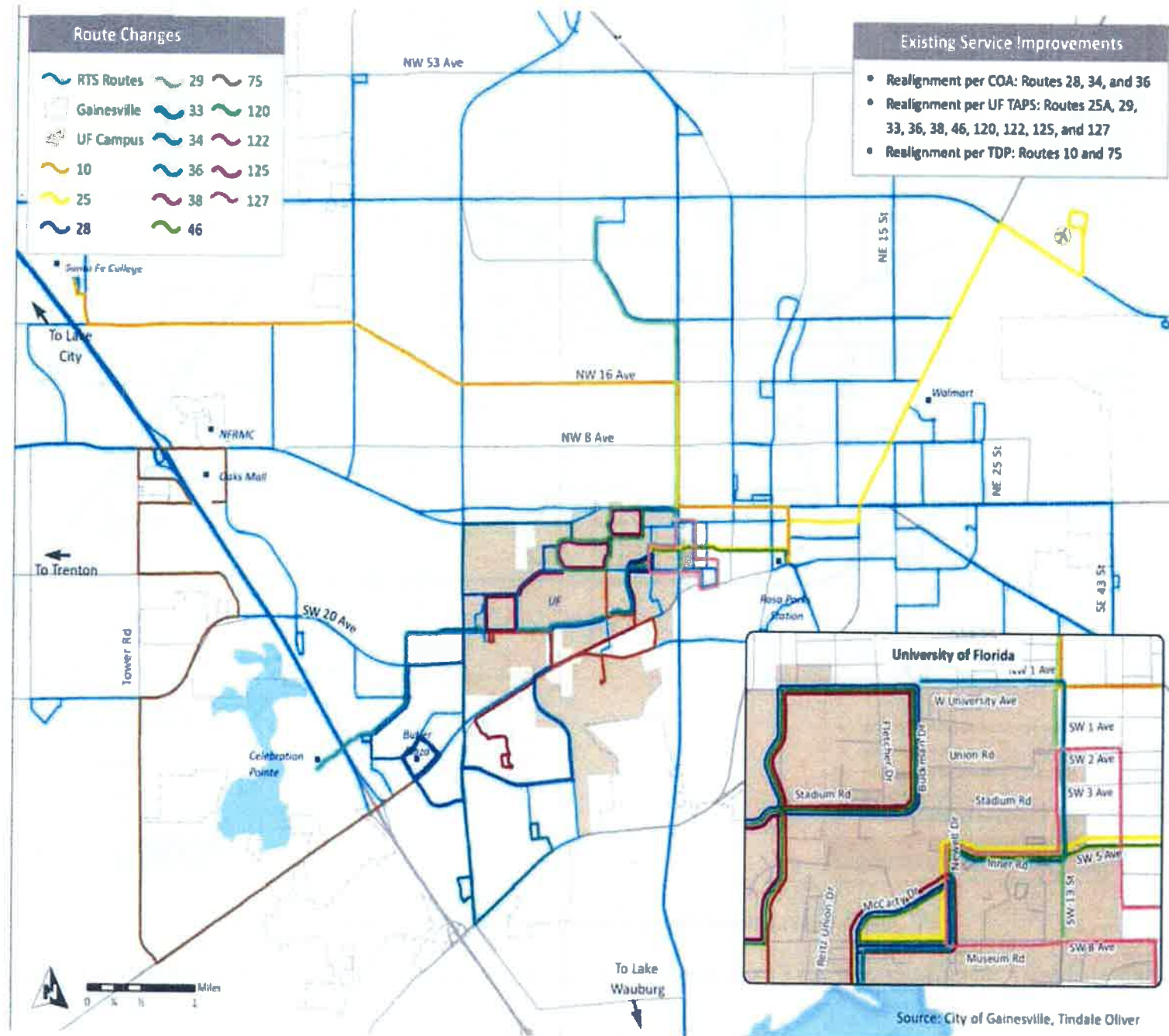
Project Name-	From	To	Project Description
NW 83rd Street	NW 39th Avenue	NW 46th Avenue	New roadway plus 2 Dedicated Transit Lanes
NW 46th Avenue	NW 83rd Street Extension	NW 91st Street Extension	New roadway plus 2 Dedicated Transit Lanes
NW 46th Avenue	NW 91st Street Extension	NW 98th Street Extension	New 4 lane roadway plus 2 Dedicated Transit Lanes and Bridge over I-75
NW 46th Avenue	NW 98th Extension	NW 115th Street Extension	New Construction, 2 lanes plus Dedicated Transit Lane
NW 115th Street	NW 39th Avenue	NW 46th Avenue	New Construction, 2 lanes plus Dedicated Transit Lane
NW 122nd Street/ 115th Street	Newberry Road (State Road 26)	NW 39th Avenue	New Construction, 2 lanes plus Dedicated Transit Lane
Archer Road (State Road 24)	SW 75th Terrace	SW 91st Street	Widen, 4 lanes plus Dedicated Transit Lane

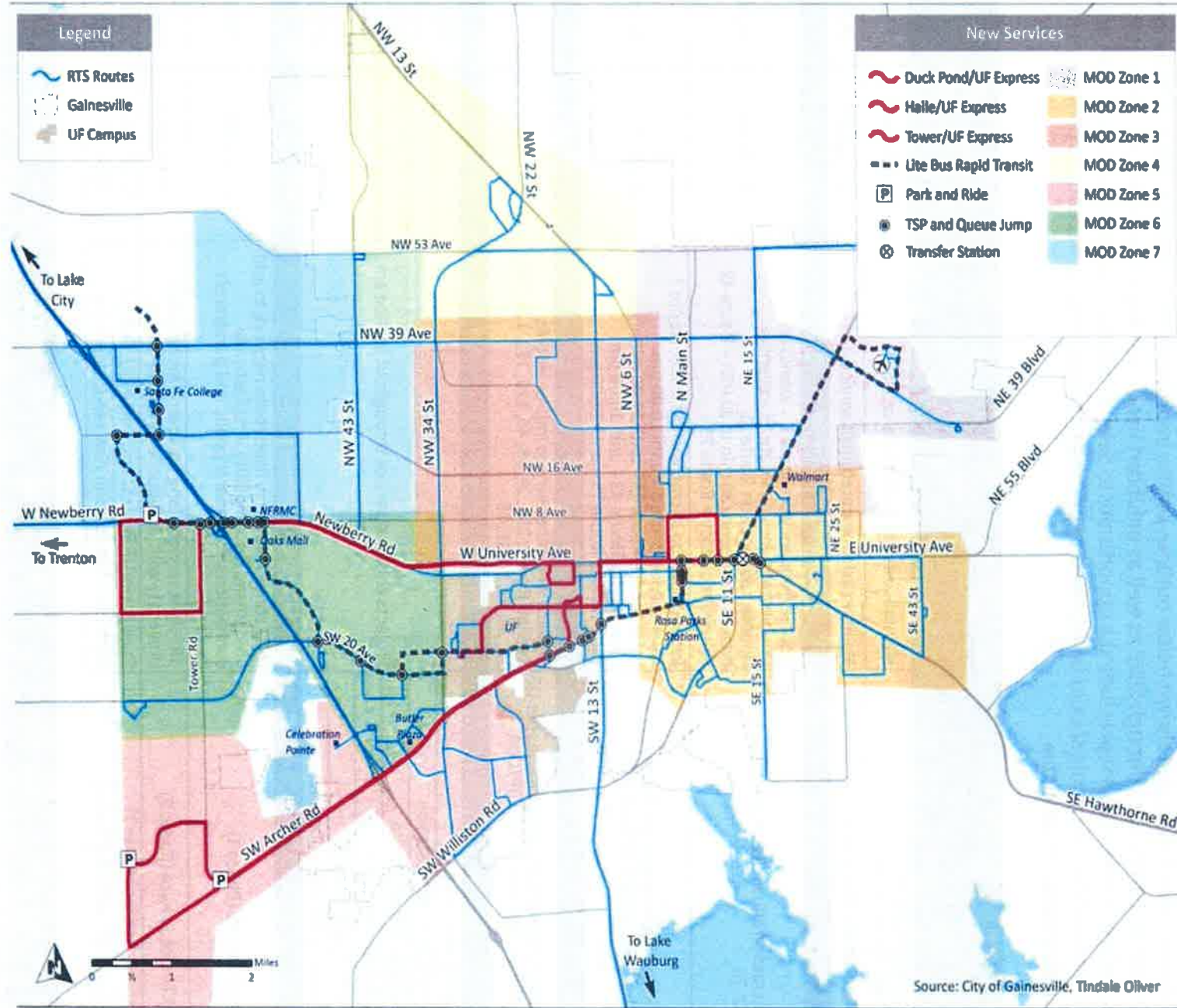
Draft Transportation Needs Plan
Alachua County Comprehensive Plan - Dedicated Transit Lane Capacity Projects

Project Name-	From	To	Project Description
Ft. Clarke Boulevard	Newberry Road	NW 23rd Avenue	2 Dedicated Transit Lanes
NW 83rd Street	NW 39th Avenue	NW 23rd Street	2 Dedicated Transit Lanes
Newberry Road (State Road 26)	I-75 (State Road 9)	NW 109th Drive	Dedicated Transit Lane in median plus signal upgrade
Newberry Road (State Road 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median plus resurface & signal upgrade
SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane
Archer Road (State Road 24)	SW 75th Street	SW 45th Street	Dedicated Transit Lane plus signal upgrade
SW 91st Street	Archer Road	SW 46th Boulevard	Dedicated Transit Lane
SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane
Hawthorne Road (State Road 20)	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Reconfigure existing roadway, add multi-use path)

Draft Transportation Needs Plan Transit Development Plan Projects







10-Year Implementation Plan

The implementation plan shown below outlines service improvements included in the recommended transit plan from 2020 through 2029 as well as unfunded needs. It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements. This project implementation schedule should be adjusted as priorities change, funding allocations change, or more funding becomes available.

	Description	10-Year Operating Cost	10-Year Capital Cost
Maintain Existing Fixed-Route Service	Maintain existing fixed-route service	\$266,390,435	\$77,334,006
Maintain Existing Paratransit Service	Maintain existing paratransit service	\$21,713,299	\$4,493,369
Phase 1 (2020-2024)			
Increase frequencies on Routes 6, 15, 21, 43, 75	Double frequency on Route 6 – weekday Double frequency on Route 15 – evening Double frequency on Route 21 Increase frequency 30 min to 20 min – Route 43 30-min frequency – Route 75	\$19,283,899	\$1,448,286
Increase service span on Routes 6, 15, 21, 43, 75, 600/601 (Microtransit)	Expand span on Microtransit to match Route 7 Later service Route 6 – until 10:00 pm Later service Route 15 – until 12:00 midnight Later service Route 43 – until 10:00 pm Later service Route 75 – until 11:00 pm	\$9,058,740	\$1,448,286
Phase 2 (2025-2029)			
Replace Route 121, realign routes per UF TAPS, realign routes per TDP/COA	Replace with other service improvements Realign Routes 25A, 29, 38, 46, 120, 122, 125, 127, 10, 28, 33, 34, 36, 75	\$371,326	\$0
Other/Capital Projects (2020-2029)			
TSP/Queue Jump	Projects enhance service throughout service area		\$16,050,000
East Side Transfer Station			\$4,006,925
Bus Stop Infrastructure			\$5,861,000
ADA Improvements			\$5,000,000
Technology Projects			\$10,723,000
Recurring Facilities Upgrades			\$1,567,615
Unfunded Needs (2020-2029)			
MOD Service (Phase 1)	MOD zones (7) overlay fixed route network to add on-demand local mobility, first/last-mile connections, for general public and paratransit demand	\$7,565,194	\$645,496
BRT– Lite Service (Phase 2)	BRT light service along Newberry, Archer, West University with TSP/queue jump treatments	\$13,692,629	\$5,315,356
Express Service (Phase 2)	Duck Pond/UF Express and Tower/UF Express	\$5,569,883	\$2,319,387
Paratransit Service (Phase 2)	Expanded ADA to cover new service/demand	\$919,081	\$2,078,687

Costs and Revenue Summary	10-Year Cost	10-Year Revenue	Unfunded
Operating Needs	\$349,184,682	\$293,466,577	\$55,718,106
Capital Needs	\$138,291,411	\$94,531,600	\$45,533,958

EXHIBIT 4

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long-Range Transportation Plan

Year 2045 Needs Plan Bicycle and Pedestrian Projects - Alachua Countywide Bicycle-Pedestrian Master Plan

- An updated list of bicycle and pedestrian facility “box-funded” projects within the Gainesville Metropolitan Area to be included in the Year 2045 Long-Range Transportation Plan Federal Transportation Alternatives Program “Box Funds” are to be developed in the upcoming Alachua Countywide Bicycle-Pedestrian Master Plan.
- Alachua County, City of Gainesville and University of Florida are jointly funding this planning effort that is anticipated to begin later in 2020..
- The Alachua Countywide Bicycle-Pedestrian Master Plan will be an update of the 2001 Alachua Countywide Bicycle Master Plan and initial countywide pedestrian facility planning document.




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August 5, 2020

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

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment- Roll Forward Projects

STAFF RECOMMENDATION

Amend the Fiscal Year 2020-21 to Fiscal Year 2024-25 Transportation Improvement Program to roll forward funding into Fiscal Year 2020-21 for projects within the Gainesville Metropolitan Area identified in Exhibit 1.

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Fiscal Year 2020-21 to Fiscal Year 2024-25 Transportation Improvement Program to roll forward funding from Fiscal Year 2019-20 to Fiscal Year 2020-21 for the projects shown in Exhibit 1. This amendment is needed because funds for these projects were not committed by June 30, 2020 - the end of the state fiscal year. Roll forward projects within the Gainesville Metropolitan Area include:

- Archer Road (State Road 24) Rail/Trail - SW 75th Terrace to SW 41st Boulevard [4399341];
- NE 18th Avenue Sidewalk - NE 18th Street to NE 15th Street [4394951];
- NW 13th Street (U.S. Highway 441/State Road 25) Rapid Flashing Beacon at Gainesville High School [4372971];
- SW 27th Street Bicycle/Pedestrian Trail - Williston Road (State Road 331) to SW 35th Place [4339891];
- Waldo Road (State Road 24) Street Lighting -
University Avenue (State Road 26) to NE 39th Avenue (State Road 222) [4394891];
- SW 34th Street (State Road 121) Realignment - SW 2nd Avenue to University Avenue (State Road 26) [4394881];
- University of Florida Pedestrian Aid Grant [4451861];
- University of Florida Arterial Corridor Study [4450611];
- University of Florida Arterial Corridor Study [4450612];
- NW 39th Avenue (State Road 222) Special Survey at NW 10th Street Intersection Area [4286821];
- Asphalt Performance Engineered Mixture Design Testing Demonstration Project [4473911];
- Williston Road (State Road 121) Resurfacing -
SW 34th Street (State Road 121) to SW 13th Street (U.S. 441/State Road 25) [4361661];
- Regional Transit System Section 5307 Formula Grant Operating Assistance [2155461];
- Regional Transit System Section 5307 Formula Grant Capital Assistance [4040261];
- Regional Transit System Section 5339(c) No-Lo Emissions Vehicle Purchases [4428871]; and
- Regional Transit System Section 5339(c) No-Lo Emissions Vehicle Purchases [4473961].

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

Attachment

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EXHIBIT 1

PAGE 1
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
TIME RUN: 11.18.04
MBRMPOTP

HIGHWAYS

ITEM NUMBER:207798 6	PROJECT DESCRIPTION:SR45/US27/US41						*NON-SIS*	
DISTRICT:02	COUNTY:ALACHUA						TYPE OF WORK:RIGHT OF WAY ACTIVITIES	
ROADWAY ID:26030000	PROJECT LENGTH: 1.073MI						LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	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:428682 1	PROJECT DESCRIPTION:SR222(NW 39 AVE) FROM: 100'W OF NW 10 ST TO: 100' E OF NW 10 ST						*SIS*	
DISTRICT:02	COUNTY:ALACHUA						TYPE OF WORK:SPECIAL SURVEYS	
ROADWAY ID:26005000	PROJECT LENGTH: .040MI						LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	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: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 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	358,005	4,209	0	0	0	0	0	362,214
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	12,390	0	0	0	0	0	0	12,390
TOTAL 433357 1	370,395	4,209	0	0	0	0	0	374,604
TOTAL PROJECT:	370,395	4,209	0	0	0	0	0	374,604

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 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
TALL	96,062	0	0	0	0	0	0	96,062
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	1,106	0	0	0	0	0	0	1,106
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
ACTL	88,627	0	0	0	0	0	0	88,627
TALL	21,157	0	0	0	0	0	0	21,157
TALT	341,308	0	0	0	0	0	0	341,308

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
TIME RUN: 11.18.04
MBRMPOTP

HIGHWAYS

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALL	3,413	5,000	0	0	0	0	0	0	8,413
TALT	2,915	335	0	0	0	0	0	0	3,250
TOTAL 433989 1	554,588	5,335	0	0	0	0	0	0	559,923
TOTAL PROJECT:	554,588	5,335	0	0	0	0	0	0	559,923

ITEM NUMBER:433990 1	PROJECT DESCRIPTION:POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET)	*NON-SIS*
DISTRICT:02	COUNTY:ALACHUA	
ROADWAY ID:26511000	PROJECT LENGTH: 3.462MI	TYPE OF WORK:BIKE PATH/TRAIL
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	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:436166 1	PROJECT DESCRIPTION:SR331 FROM: SR121 TO: SR25(US441)	*SIS*
DISTRICT:02	COUNTY:ALACHUA	
ROADWAY ID:26220000	PROJECT LENGTH: 2.169MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	47,549	0	0	0	0	0	0	47,549
DIH	101,415	0	0	0	0	0	0	101,415
DS	7,446	0	0	0	0	0	0	7,446
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,046,586	0	0	0	0	0	0	2,046,586
DIH	57,333	1,115	0	0	0	0	0	58,448
DS	380,443	0	0	0	0	0	0	380,443
LF	14,713	0	0	0	0	0	0	14,713
TOTAL 436166 1	2,655,485	1,115	0	0	0	0	0	2,656,600
TOTAL PROJECT:	2,655,485	1,115	0	0	0	0	0	2,656,600

ITEM NUMBER:437297 1	PROJECT DESCRIPTION:PUSH BUTTON INSTALL RAPID FLASHING BEACON US441 FRONT OF GHS	*NON-SIS*
DISTRICT:02	COUNTY:ALACHUA	
ROADWAY ID:26010000	PROJECT LENGTH: .010MI	TYPE OF WORK:TRAFFIC SIGNAL UPDATE
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	9,330	2,004	0	0	0	0	0	11,334
DS	7,159	0	0	0	0	0	0	7,159
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	29	0	0	0	0	0	0	29
DIH	336	0	0	0	0	0	0	336
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	4,862	0	0	0	0	0	0	4,862
TOTAL 437297 1	21,716	2,004	0	0	0	0	0	23,720
TOTAL PROJECT:	21,716	2,004	0	0	0	0	0	23,720

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

DATE RUN: 07/01/2020
TIME RUN: 11.18.04
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ITEM NUMBER:439300 1
DISTRICT:02
ROADWAY ID:26030000

PROJECT DESCRIPTION:SR45 @ SW 15TH AVENUE
COUNTY:ALACHUA
PROJECT LENGTH: .098MI

NON-SIS
TYPE OF WORK:ADD RIGHT TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 1/ 0/ 1

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	18,017	223	0	0	0	0	0	18,240
DS	132,890	0	0	0	0	0	0	132,890
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	104,087	0	0	0	0	0	104,087
DIH	1,425	4,575	0	0	0	0	0	6,000
DS	4,627	0	0	0	0	0	0	4,627
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	513,263	0	0	0	0	513,263
DIH	0	0	6,657	0	0	0	0	6,657
DS	170	0	0	0	0	0	0	170
TOTAL 439300 1	157,129	108,885	519,920	0	0	0	0	785,934
TOTAL PROJECT:	157,129	108,885	519,920	0	0	0	0	785,934

ITEM NUMBER:439488 1
DISTRICT:02
ROADWAY ID:26250000

PROJECT DESCRIPTION:SR121(SW 34 ST) FROM: SR26A(SW 2 AVE) TO: SR26(W UNIV AVE)
COUNTY:ALACHUA
PROJECT LENGTH: .363MI

NON-SIS
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	117,967	0	0	0	0	0	0	117,967
HSP	772,367	114	0	0	0	0	0	772,481
SA	17,530	16,261	0	0	0	0	0	33,791
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	773	31	0	0	0	0	0	804
DS	9,595	0	0	0	0	0	0	9,595
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	51,295	0	0	0	0	0	0	51,295
DIH	0	9,500	0	0	0	0	0	9,500
DS	45,412	0	0	0	0	0	0	45,412
HSP	2,206,677	26,399	0	0	0	0	0	2,233,076
LF	25,520	0	0	0	0	0	0	25,520
TOTAL 439488 1	3,247,136	52,305	0	0	0	0	0	3,299,441
TOTAL PROJECT:	3,247,136	52,305	0	0	0	0	0	3,299,441

ITEM NUMBER:439489 1
DISTRICT:02
ROADWAY ID:26050000

PROJECT DESCRIPTION:SR24 FROM: SR26 (UNIVERSITY AVE) TO: SR222
COUNTY:ALACHUA
PROJECT LENGTH: 2.640MI

SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	13,576	0	0	0	0	0	0	13,576
DIH	580	0	0	0	0	0	0	580
DS	32,317	0	0	0	0	0	0	32,317
HSP	286,417	0	0	0	0	0	0	286,417

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
 TIME RUN: 11.18.04
 MBRMPOTP

 HIGHWAYS

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSS	917,049	8,375	0	0	0	0	0	0	925,424
DDR	58,886	0	0	0	0	0	0	0	58,886
DIH	0	1,800	0	0	0	0	0	0	1,800
DS	19,099	0	0	0	0	0	0	0	19,099
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSS	3,183	0	0	0	0	0	0	0	3,183
TOTAL 439489 1	1,331,107	10,175	0	0	0	0	0	0	1,341,282
TOTAL PROJECT:	1,331,107	10,175	0	0	0	0	0	0	1,341,282

ITEM NUMBER:439495 1 PROJECT DESCRIPTION:NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST *NON-SIS*
 DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:SIDEWALK
 ROADWAY ID:26000000 PROJECT LENGTH: .280MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	1,196	0	0	0	0	0	0	1,196
SR2T	27,434	0	0	0	0	0	0	27,434
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	3,805	0	0	0	0	0	3,805
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
SA	7,155	0	0	0	0	0	0	7,155
SR2T	171,757	0	0	0	0	0	0	171,757
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	67,006	9,752	0	0	0	0	0	76,758
SR2T	1,431	0	0	0	0	0	0	1,431
TOTAL 439495 1	275,979	13,557	0	0	0	0	0	289,536
TOTAL PROJECT:	275,979	13,557	0	0	0	0	0	289,536

ITEM NUMBER:439934 1 PROJECT DESCRIPTION:SR24 (ARCHER ROAD) FROM: SW 75TH TERRACE TO: SW 41ST BLVD *NON-SIS*
 DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:BIKE PATH/TRAIL
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	35,770	0	0	0	0	0	0	35,770
DS	6,062	0	0	0	0	0	0	6,062
TLWR	428,659	0	0	0	0	0	0	428,659
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	15,390	0	0	0	0	0	15,390
DS	17,129	0	0	0	0	0	0	17,129
TLWR	24,000	0	0	0	0	0	0	24,000
TOTAL 439934 1	511,620	15,390	0	0	0	0	0	527,010
TOTAL PROJECT:	511,620	15,390	0	0	0	0	0	527,010

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
TIME RUN: 11.18.04
MBRMPOTP

HIGHWAYS

ITEM NUMBER:445061 1
DISTRICT:02
ROADWAY ID:26000000

PROJECT DESCRIPTION:CITY OF GAINESVILLE/UF ARTERIAL CORRIDOR
COUNTY:ALACHUA
PROJECT LENGTH: .425MI

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA		0	1,750	0	0	0	0	1,750
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA		2,898	2,102	0	0	0	0	5,000
TSM		5,000	95,000	0	0	0	0	100,000
TOTAL 445061 1		7,898	98,852	0	0	0	0	106,750

ITEM NUMBER:445061 2
DISTRICT:02
ROADWAY ID:26070000

PROJECT DESCRIPTION:CITY OF GAINESVILLE/UF ARTERIAL CORRIDOR
COUNTY:ALACHUA
PROJECT LENGTH: 1.121MI

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TSM		274	99,726	0	0	0	0	100,000
TOTAL 445061 2		274	99,726	0	0	0	0	100,000
TOTAL PROJECT:		8,172	198,578	0	0	0	0	206,750

ITEM NUMBER:447005 1
DISTRICT:02
ROADWAY ID:26050065

PROJECT DESCRIPTION:PUSHBUTTON SR24 FROM SEYDEL STREET TO US 301
COUNTY:ALACHUA
PROJECT LENGTH: .603MI

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH		0	1,000	0	0	0	0	1,000
TOTAL 447005 1		0	1,000	0	0	0	0	1,000
TOTAL PROJECT:		0	1,000	0	0	0	0	1,000
TOTAL DIST: 02		9,231,440	417,250	519,920	0	0	0	10,168,610
TOTAL HIGHWAYS		9,231,440	417,250	519,920	0	0	0	10,168,610

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
TIME RUN: 11.18.04
MERMPOTP

RES & TEST

ITEM NUMBER:447391 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:DEMONSTRATION PROJECT- APEMD TESTING
COUNTY:ALACHUA
PROJECT LENGTH: .000

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: RESEARCH / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TSM	0	100,000	0	0	0	0	0	100,000
TOTAL 447391 1	0	100,000	0	0	0	0	0	100,000
TOTAL PROJECT:	0	100,000	0	0	0	0	0	100,000
TOTAL DIST: 02	0	100,000	0	0	0	0	0	100,000
TOTAL RES & TEST	0	100,000	0	0	0	0	0	100,000

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
TIME RUN: 11.18.04
MBRMPOTP

GAINESVILLE MTPO

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 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	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 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE									
FTA	4,700,000	8,400,000	4,200,000	4,200,000	4,200,000	4,200,000	0	29,900,000	
LF	1,175,000	2,100,000	1,050,000	1,050,000	1,050,000	1,050,000	0	7,475,000	
TOTAL 404026 1	5,875,000	10,500,000	5,250,000	5,250,000	5,250,000	5,250,000	0	37,375,000	
TOTAL PROJECT:	5,875,000	10,500,000	5,250,000	5,250,000	5,250,000	5,250,000	0	37,375,000	

ITEM NUMBER:442887 1		PROJECT DESCRIPTION:GAINESVILLE RTS LO-NO EMISSIONS PURCHASE ELECTRIC BUSES/CHARGERS					*NON-SIS*		
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	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	

ITEM NUMBER:447396 1		PROJECT DESCRIPTION:GAINESVILLE RTS LOW NO EMISSIONS GRANT - SECTION 5339(C)					*NON-SIS*		
DISTRICT:02		COUNTY:ALACHUA					TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT		
EX DESC:GAINESVILLE, CITY OF TOTAL AWARD BUDGET \$1,000,000									
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE									
FTA	0	1,000,000	0	0	0	0	0	1,000,000	
TOTAL 447396 1	0	1,000,000	0	0	0	0	0	1,000,000	
TOTAL PROJECT:	0	1,000,000	0	0	0	0	0	1,000,000	
TOTAL DIST: 02	13,475,001	20,110,000	8,850,000	8,850,000	8,850,000	8,850,000	0	68,985,001	
TOTAL TRANSIT	13,475,001	20,110,000	8,850,000	8,850,000	8,850,000	8,850,000	0	68,985,001	

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2020
TIME RUN: 11.18.04
MBRMPOTP

MISCELLANEOUS

ITEM NUMBER:445186 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:UNIVERSITY OF FLORIDA/GAINESVILLE PEDESTRIAN AID GRANT
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TSM	0	800,000	0	0	0	0	0	800,000
TOTAL 445186 1	0	800,000	0	0	0	0	0	800,000
TOTAL PROJECT:	0	800,000	0	0	0	0	0	800,000
TOTAL DIST: 02	0	800,000	0	0	0	0	0	800,000
TOTAL MISCELLANEOUS	0	800,000	0	0	0	0	0	800,000
GRAND TOTAL	22,706,441	21,427,250	9,369,920	8,850,000	8,850,000	8,850,000	0	80,053,611



August 5, 2020

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Public Involvement Plan Update

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the revised Public Involvement Plan.

BACKGROUND

Each year, the Public Involvement Plan is reviewed, and revised if necessary, in order to ensure that the planning program provides for a proactive public involvement process. The draft Public Involvement Plan this year includes substantive revisions related to the severe impacts on normal business operations, public meetings and public notifications caused by the COVID-19 Public Health Emergency, including:

- New Chapter VI - In Case of Emergency - Public Involvement Continuity of Operations:
 - Public Involvement/Access - Staffing and Regular Business Meetings/Public Hearings;
 - Public Involvement/Access - Public Workshops and Charrettes; and
 - Public Notice:
 - Accessible Public Building Venues;
 - Inaccessible Public Building Venues; and
 - Virtual Staffing and Meeting Platforms;
- Edits to other chapters for consistency with new Chapter VI; and
- Edits to Appendix E Public Involvement Matrix.

Exhibit 1 is a copy of the advertisement that was published in The Gainesville Sun and Gainesville Guardian on July 9, 2020 and in The Independent Florida Alligator on July 6, 2020. These advertisements address federal public notice requirements for the Public Involvement Plan. Below is the link to the draft Public Involvement Plan (Exhibit 2).

<http://ncfrpc.org/mtpo/publications/PIP/2020/PIPLAN20dft.pdf>

Attachments

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EXHIBIT 1

NOTICE OF PROPOSED REVISIONS TO THE PUBLIC INVOLVEMENT PLAN OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will consider revisions to its Public Involvement Plan at its Monday, August 24, 2020 meeting at 5:00 p.m. in the Jack Durrance Auditorium, Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is inviting interested persons to review and comment on these proposed revisions at this meeting.

The Public Involvement Plan document may be viewed at the following website (www.ncfrpc.org/mtpo) and at the Alachua County Library District Branches within the Gainesville Metropolitan Area; and at its staff office, 2009 NW 67th Place, Gainesville, Florida 32653 if they are open to the public. For further information, call 352.955.2200.

**VI**

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August 5, 2020

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Year 2045 Long-Range Transportation Plan - Public Participation Plan Amendment -
COVID-19 Pandemic Addendum - Public Participation Continuity of Operations

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the Public Participation Plan Amendment - COVID-19 Pandemic Addendum - Public Participation Continuity of Operations.

BACKGROUND

At its December 16, 2019 meeting, the Metropolitan Transportation Planning Organization approved its Year 2045 Long-Range Transportation Plan - Public Participation Plan. This plan addressed federal regulations for public participation for the long-range transportation plan update. This plan was consistent with the overall public outreach strategies of the Metropolitan Transportation Planning Organization Public Involvement Plan at that time.

The COVID-19 Public Health Emergency significantly impacted normal business operations and public meeting notifications and gatherings. The Metropolitan Transportation Planning Organization approved resolutions to facilitate its business operations and public meetings during the COVID-19 Public Health Emergency on April 20, 2020.

The COVID-19 Pandemic Addendum - Public Participation Continuity of Operations describes public participation mitigation activities and strategies implemented for the long-range transportation planning process in response to the severity of the impacts to normal public participation activities. The Addendum is consistent with revisions to the Metropolitan Transportation Planning Organization Public Involvement Plan.

Exhibit 1 is a copy of the advertisement that was published in The Gainesville Sun and Gainesville Guardian on July 9, 2020 and in The Independent Florida Alligator on July 6, 2020. These advertisements address federal public notice requirements for the Public Participation Plan. Exhibit 2 is a copy of the proposed Public Participation Plan, as amended.

The draft Public Participation Plan, as amended, is available at the following link.

http://ncfrpc.org/mtpo/publications/LRTP2045/2045GainesvilleLRTP-UrbanizedArea_PI_Plan-AUG2020dft.pdf

Attachments

t:\scott\sk21\mtpo\memo\2045_ppp_amend_comms_aug12.docx

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

EXHIBIT 1

NOTICE YEAR 2045 LONG-RANGE TRANSPORTATION PLAN AMENDMENT TO THE PUBLIC PARTICIPATION PLAN OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will consider an amendment of the Year 2045 Long-Range Transportation Plan Public Participation Plan at its August 24, 2020 meeting at 5:00 p.m. in the Jack Durrance Auditorium, Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is inviting interested persons to review and comment on the draft Public Participation Plan at this meeting.

The amendment addresses implementation of Continuity of Operation Planning as related to public participation and public notice that supersede Public Participation Plan requirements during a declared State of Emergency, in this case the COVID-19 Public Health Emergency.

The draft Public Participation Plan as amended document may be viewed at the following website (www.ncfrpc.org/mtpo) and at the Alachua County Library District Branches within the Gainesville Metropolitan Area and at its staff office, 2009 NW 67th Place, Gainesville, Florida 32653 if they are open to the public. For further information, call 352.955.2200.

THE UNITED STATES OF AMERICA
DEPARTMENT OF THE ARMY
HEADQUARTERS
WASHINGTON, D. C.
1954


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August 5, 2020

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

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Year 2045 Long-Range Transportation Plan Update -
Draft Year 2045 Cost Feasible Plan

YEAR 2045 LONG-RANGE TRANSPORTATION PLAN
TECHNICAL WORKING GROUP AND STAFF RECOMMENDATION

The Working Group and staff recommend that the Metropolitan Transportation Planning Organization approve:

- 1. Year 2045 Cost Feasible Plan consisting of the unshaded projects within in the \$202 million present value cost estimate shown in Exhibit 1; and**
- 2. Year 2045 Cost Feasible Plan Final Report including:**
 - A. Unfunded Year 2045 Needs Plan Projects;**
 - B. Discretionary Projects (discretionary fund-eligible projects, including Exhibit 1 shaded projects from the draft Year 2045 Cost Feasible Plan); and**
 - C. Aspirational Projects (projects beyond Year 2045 Cost Feasible Plan horizon, projects lacking transit-oriented population (and density), and projects on roadways not in Federal Aid-Eligible Report).**

BACKGROUND

At its August 4, 2020 meeting, the Year 2045 Long-Range Transportation Plan Technical Working Group recommended approval of the following Year 2045 Long-Range Transportation Cost Feasible Plan materials:

Exhibit 1 - Draft Cost Feasible Plan project list;

Exhibit 2 - Adopted Year 2045 Needs Plan;

Exhibit 3 - Discretionary Projects (discretionary fund-eligible projects); and

Exhibit 4 - Aspirational Projects:

- Projects anticipated to be completed beyond plan horizon;
- Projects lacking transit-oriented population (and density); and
- Projects on roadways that are not in the Federal Aid-Eligible Report.

\$202 million is the present value being used for cost feasibility. Please note that the draft Year 2045 Cost Feasible Plan project list includes Year 2045 Needs Plan projects based on evaluation scoring and further screening for:

- Aspirational projects;
- Projects on the Strategic Intermodal System;
- Projects that are physically-constrained and/or Metropolitan Transportation Planning Organization Lane Capacity Policy-constrained;
- Transit projects not included in the Transit Development Plan; and
- Projects on roadways that are not in the Federal Aid-Eligible Report.

Attachments

Exhibit 1: Draft Cost Feasible Plan Projects Ranked by Scores and With Cost Estimates

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Total Cost (\$ in Millions)	Cummulative Cost (\$ in Millions)
1*	21.3	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$10.6	\$10.6
2	19.6	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	1.5	\$11.2	\$21.7
3	17.6	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with dedicated transit lanes; median included	0.25	\$17.0	\$38.7
4	17.4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/ replace a 2 lane rural section	2.0	\$24.8	\$63.5
5	16.6	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	\$2.5	\$66.0
6*	14.6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes plus 2 dedicated transit lanes	1.0	\$10.6	\$76.6
7	14.3	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	1.75	\$46.5	\$123.1
8	14.2	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0.4	\$16.1	\$139.2
9	14.2	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes,with dedicated transit lanes; median included	1.50	\$31.3	\$170.5
10	14.1	Archer Road (SR 24)	Parker Road	SW 75th Street (Tower Road)	New construction 4 lanes/replace a 2 lane rural section	4.0	\$52.6	\$223.2
11	14.1	SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2 lane rural section	2.25	\$32.2	\$255.4
12	11.3	NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2 lane rural section	2.75	\$33.0	\$288.4
13	11.3	NW 23rd Boulevard	NW 22nd Street	NW 13th Street	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	1.0	\$16.8	\$305.2

14	11.3	NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2 lane rural section	1.5	\$22.6	\$327.8
15	11.2	NW 34th Boulevard (SR 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2 lane rural section	1.75	\$26.4	\$354.2
16	11.1	SW 23rd Terrace	Williston Road	Hull Road	New construction 4 lanes/replace a 2 lane rural section	1.5	\$19.2	\$373.4
17	11.1	SW 24th Avenue	SW 43rd Street	SW 34th Street	Widen to 4 lanes	1.0	\$8.3	\$381.7
18	10.9	Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	0.3	\$2.9	\$384.6
19	10.5	Williston Road (SR 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2 lane rural section	0.5	\$6.0	\$390.6
20	7.6	NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	2.5	\$53.0	\$443.6
21	7.5	SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2 lane rural section	0.75	\$10.7	\$454.3
22	7.5	NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/ replace a 2 lane rural section	0.5	\$6.0	\$460.3
23	7.4	NW 53rd Avenue	NW 52nd Terrace	Waldo Road (SR 24)	New construction 4 lanes/ replace a 2 lane rural section	7.25	\$92.6	\$552.9
24	7.4	SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	3.25	\$25.5	\$578.4
25	7.1	SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over I-75	0.5	\$13.7	\$592.1
26	3.8	NW 39th Avenue	SW 143rd Street	NW 105th Street	New construction 4 lanes/replace a 2 lane rural section	2.5	\$31.0	\$623.1
TOTAL							\$449.7	

Exhibit 2 – Adopted Needs Plan with Projects Ranked by Scores and CFP Exclusion Reason

Rank	Cost Feasible Plan Exclusion Reason	Facility	From	To	Proposed Modification	Total
1*	N/A	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes plus 2 dedicated transit lanes	21.3
2	N/A	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	19.6
3	N/A	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with dedicated transit lanes; median included	17.6
4	N/A	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/replace a 2 lane rural section	17.4
5	N/A	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	16.6
6*	N/A	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes plus 2 dedicated transit lanes	14.6
7	N/A	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2 lane rural section with replacement of current	14.3
8	N/A	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2 lane rural section, including bridge over I-75 +	14.2
9	N/A	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes,with dedicated transit lanes; median included	14.2
10	N/A	Archer Road (SR 24)	Parker Road	SW 75th Street (Tower Road)	New construction 4 lanes/replace a 2 lane rural section	14.1
11	N/A	SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2 lane rural section	14.1
12	N/A	NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2 lane rural section	11.3
13	N/A	NW 23rd Boulevard	NW 22nd Street	NW 13th Street	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	11.3
14	N/A	NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2 lane rural section	11.3

Rank	Cost Feasible Plan Exclusion Reason	Facility	From	To	Proposed Modification	Total
15	N/A	NW 34th Boulevard (SR 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2 lane rural section	11.2
16	N/A	SW 23rd Terrace	Williston Road	Hull Road	New construction 4 lanes/replace a 2 lane rural section	11.1
17	N/A	SW 24th Avenue	SW 43rd Street	SW 34th Street	Widen to 4 lanes	11.1
18	N/A	Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	10.9
19	N/A	Williston Road (SR 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2 lane rural section	10.5
20	N/A	NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge	7.6
21	N/A	SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2 lane rural section	7.5
22	N/A	NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/replace a 2 lane rural section	7.5
23	N/A	NW 53rd Avenue	NW 52nd Terrace	Waldo Road (SR 24)	Widen to 4 lanes	7.4
24	N/A	SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	7.4
25	N/A	SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	Widen, 4 lanes with bridge over I-75	7.1
26	N/A	NW 39th Avenue	SW 143rd Street	NW 105th Street	Widen to 4 lanes	3.8
NA	General Category	Transit Improvments	Various	Various	Various	23.4
NA	General Category	Bicycle and Pedestrian Modifications	Various	Various	Various	23.4
NA	No Transit Density	Newberry Road (SR 26)	I-75	NW 109th Drive	Dedicated Transit Lane in median and signal upgrade	23.4

Rank	Cost Feasible Plan Exclusion Reason	Facility	From	To	Proposed Modification	Total
NA	No Transit Density	Newberry Road (SR 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median and signal upgrade	23.4
NA	No Transit Density	Archer Road (SR 24)	SW 75th Street	SW 45th Street	Dedicated Transit Lane and signal upgrade	23.4
NA	Not Federal Aid	Park-and-Ride	Tower Road at SW 8th Avenue	-	Construct Park-and-Ride	21.2
NA	Not Federal Aid	NW 115th Street	NW 39th Avenue	NW 46th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
NA	Not Federal Aid/No Transit Density	NW 122nd Street/NW 115th Street	Newberry Road	NW 39th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
NA	No Transit Density	SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane	19.6
NA	No Transit Density	SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane	19.6
NA	No Transit Density	Hawthorne Road (SR 20)	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Configure existing roadway, add multi-use path)	18.8
NA	Not Federal Aid	SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes	17.8
NA	Not Federal Aid/No Transit Density	NW 83rd Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension + 2 dedicated transit lanes	17.3
NA	Aid/No Transit Density	NW 46th Avenue	NW 83rd Extension	NW 91st Street Extension	New roadway + 2 Dedicated Transit Lanes	16

Rank	Cost Feasible Plan Exclusion Reason	Facility	From	To	Proposed Modification	Total
NA	Aid/No Transit	NW 46th Avenue	NW 91st Street Extension	NW 98th Street Extension	New 4 lane roadway + 2 dedicated transit lanes and Bridge over I-75	16
NA	No Transit Density	Archer Road (SR 24)	SW 75th Terrace	SW 91st Street	Widen to 4 lanes and Dedicated Transit Lane	16
NA	No Transit Density	SW 91st Street	Archer Road	SW 46th Boulevard	Dedicated Transit Lane	15.8
NA	Policy Restricted (6 Lanes)	NW 43rd Street	Newberry Road	NW 58th Avenue	Widen to 6 lanes	14.9
NA	Not Federal Aid	NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway	14.6
NA	Strategic Intermodal	I-75 (Entire Corridor)	Marion County line	Columbia County line	Widen to 8 lanes	14.6
NA	Not Federal Aid	SW 91st Street / SW 73rd Avenue Extension	Archer Road	SW 88th Street	New Construction, 2 lanes	14.5
NA	Policy Restricted (6 Lanes)	NW 16th Avenue	NW 34th Street	NW 13th Street	Widen to 6 lanes	11.3
NA	Not Federal Aid	SW 39th Boulevard	Archer Road	SW 34th Street	Widen to 4 lanes	11.1
NA	Not Federal Aid	NW 98th Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension	11
NA	Not Federal Aid	NW 98th Street Extension	NW 39th Avenue	NW 46th Avenue	New Construction, 4 lanes	10.9
NA	Not Federal Aid	SW 63rd Boulevard/ SW 67th Avenue	SW 24th Avenue	Archer Road	New Construction, 2 lanes	10.8
NA	Physically Constrained	SW 4th Avenue	SW 13th Street	SE 3rd Street	Widen to 4 lanes	7.4

Rank	Cost Feasible Plan Exclusion Reason	Facility	From	To	Proposed Modification	Total
NA	Not Federal Aid	NW 91st Street	4100 Block	SpringHills Boulevard	Two- Lane Extension	7.2
NA	Not Federal Aid	SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two- Lane Roadway	7.2
NA	Not Federal Aid	SpringHills Connector	SpringHills Boulevard	Millhopper Road	New Two- Lane Roadway	7.2
NA	Not Federal Aid	NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes	7.2
NA	Not Federal Aid	NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes	7.2
NA	Not Federal Aid	NW 91st Street Extension	Terminus	NW 46th Avenue Extension	New Construction, 4 lanes	3.4

Exhibit 3 – Discretionary Fund-Eligible Projects

Facility	From	To	Proposed Modification	Total
Transit Improvments	Various	Various	Various	23.4
Bicycle and Pedestrian Improvements	Various	Various	Various	23.4
Park-and-Ride	Tower Road at SW 8th Avenue	-	Construct Park-and-Ride	21.2
SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes	17.8
NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway	14.6
SW 91st Street / SW 73rd Avenue Extension	Archer Road	SW 88th Street	New Construction, 2 lanes	14.5
SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2 lane rural section	14.1
NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2 lane rural section	11.3
NW 23rd Boulevard	NW 22nd Street	NW 13th Street	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	11.3
NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2 lane rural section	11.3
NW 34th Boulevard (SR 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2 lane rural section	11.2
SW 23rd Terrace	Williston Road	Hull Road	New construction 4 lanes/replace a 2 lane rural section	11.1
SW 24th Avenue	SW 43rd Street	SW 34th Street	Widen to 4 lanes	11.1
SW 39th Boulevard	Archer Road	SW 34th Street	Widen to 4 lanes	11.1
Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	10.9

SW 63rd Boulevard/ SW 67th Avenue	SW 24th Avenue	Archer Road	New Construction, 2 lanes	10.8
Williston Road (SR 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2 lane rural section	10.5
NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	7.6
SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2 lane rural section	7.5
NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/replace a 2 lane rural section	7.5
SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	7.4
SW 4th Avenue	SW 13th Street	SE 3rd Street	Widen to 4 lanes	7.4
NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes	7.2
NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes	7.2
SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	Widen, 4 lanes with bridge over I-75	7.1
NW 39th Avenue	SW 143rd Street	NW 105th Street	Widen to 4 lanes	3.8

Exhibit 4 – Aspirational Projects

Facility	From	To	Proposed Modification	Total
Archer Road (SR 24)	SW 75th Street	SW 45th Street	Dedicated Transit Lane and signal upgrade	23.4
Newberry Road (SR 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median and signal upgrade	23.4
NW 115th Street	NW 39th Avenue	NW 46th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
NW 122nd Street/NW 115th Street	Newberry Road	NW 39th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane	19.6
SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane	19.6
SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane	19.6
SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane	19.6
Hawthorne Road (SR 20)	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Configure existing roadway, add multi-use path)	18.8
NW 98th Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension	11
NW 98th Street Extension	NW 39th Avenue	NW 46th Avenue	New Construction, 4 lanes	10.9
NW 91st Street	4100 Block	SpringHills Boulevard	Two- Lane Extension	7.2
SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two- Lane Roadway	7.2
SpringHills Connector	SpringHills	Millhopper Road	New Two- Lane Roadway	7.2
NW 91st Street Extension	Terminus	NW 46th Avenue Extension	New Construction, 4 lanes	3.4
Newberry Road (SR 26)	I-75	NW 109th Drive	Dedicated Transit Lane in median and signal upgrade	23.4
NW 115th Street	NW 39th Avenue	NW 46th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
NW 122nd Street/NW 115th Street	Newberry Road	NW 39th Avenue	New construction, 2 lanes and dedicated transit lane	19.6
NW 83rd Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension + 2 dedicated transit lanes	17.3
NW 46th Avenue	NW 83rd Extension	NW 91st Street Extension	New roadway + 2 Dedicated Transit Lanes	16
NW 46th Avenue	NW 91st Street Extension	NW 98th Street Extension	New 4 lane roadway + 2 dedicated transit lanes and Bridge over I-75	16
Archer Road (SR 24)	SW 75th Terrace	SW 91st Street	Widen to 4 lanes and Dedicated Transit Lane	16
SW 91st Street	Archer Road	SW 46th Boulevard	Dedicated Transit Lane	15.8

**VIII**

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August 5, 2020

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Florida Transportation Plan Vision Element

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The Florida Transportation Plan is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida created by, and providing direction to, the Florida Department of Transportation and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional and local partners. The Florida Transportation Plan includes seven goals to guide transportation planning decisions.

The Florida Transportation Plan is important because it not only sets a long-range vision for the future, but it guides transportation decisions today. The seven goals of the Florida Transportation Plan are, as follows:

- **Safety and security for Florida's residents, visitors and businesses;**
- **Agile, resilient and quality infrastructure;**
- **Connected, efficient and reliable mobility for people and freight;**
- **Transportation choices that improves equity and accessibility;**
- **Transportation solutions that strengthen Florida's economy;**
- **Transportation solutions that enhance Florida's communities; and**
- **Transportation systems that enhance Florida's environment.**

Every five years, the Department updates the Florida Transportation Plan. A 34-member Steering Committee focused on improving Florida's transportation future is guiding the Florida Transportation Plan update. Convened by the Department, the Committee represents local, regional, state and federal agencies; all modes of transportation; business and economic development organizations; environmental and community partners; and other organizations involved in planning and managing Florida's transportation system.

The Department recently released the first component of the updated Florida Transportation Plan, the Vision Element. The Florida Transportation Plan Vision Element provides a longer-term view of major trends, uncertainties, opportunities and desired outcomes shaping the future of Florida's transportation system (see the attached Vision Element)

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EXHIBIT 1

2045

FLORIDA

Transportation Plan

VISION ELEMENT

INTRODUCTION > OUR TRANSPORTATION FUTURE

In the early days of transportation that involved trains and automobiles to modern land, air, sea, and space travel, Floridians have long valued many forms of innovation in transportation. As we look to the future of transportation in Florida, we imagine new and better ways to move people and goods. Our transportation preferences are spurred by our desires to be connected to our jobs, our friends and family, and the services we need and our desires for safe, convenient, and affordable choices to do so.

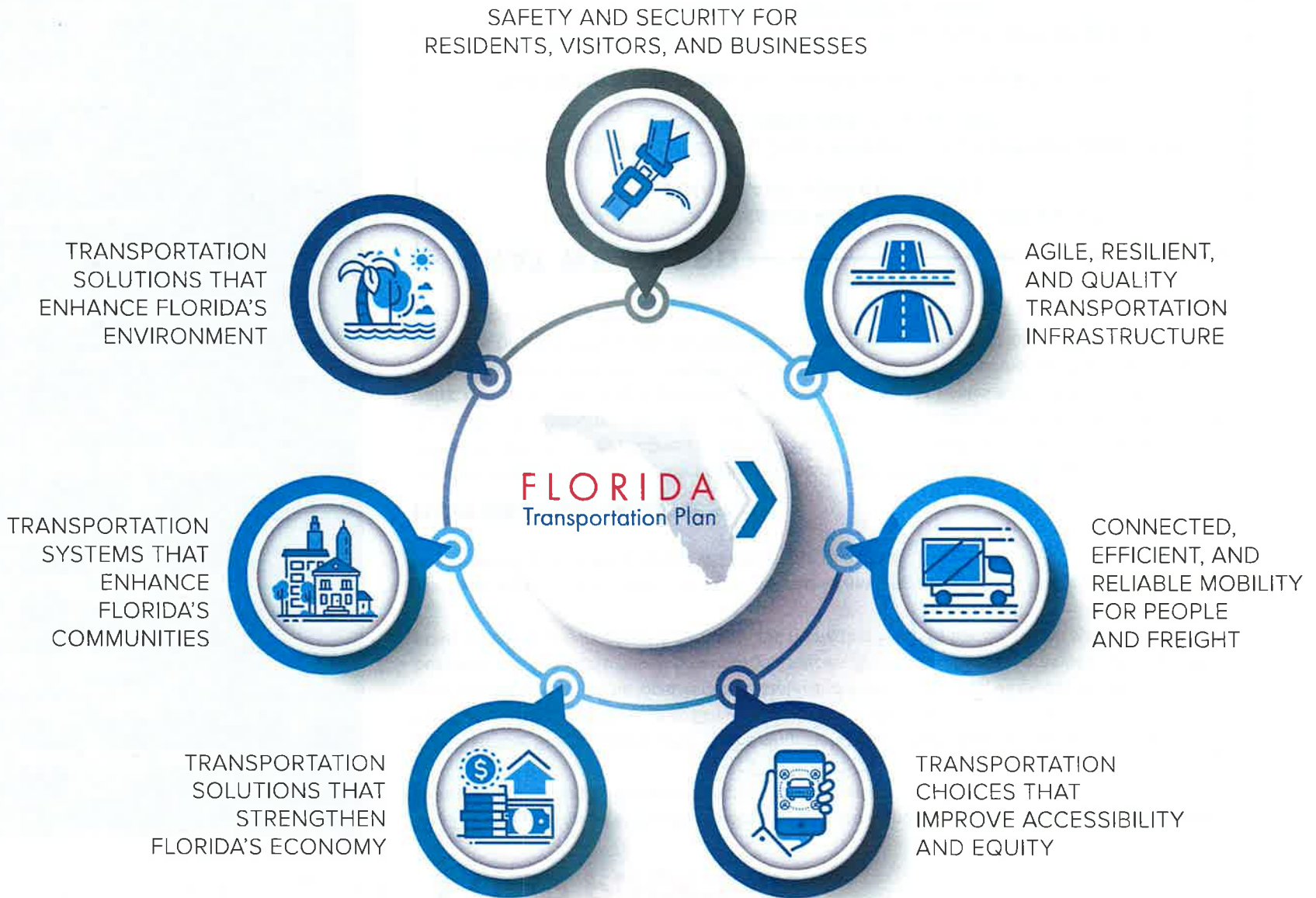
Dramatic leaps in connectivity, rapidly changing technologies, an explosion of data, and new risks and disruptions set the stage for transformations in transportation. Regardless of how we make the journey from now to our future, we are steadfast in our vision for a safe, secure, agile, resilient, quality, connected, efficient, and reliable transportation system that provides affordable and convenient choices – and in our vision that transportation will strengthen our economy and enhance our communities and environment.

This vision is the backdrop for the update of the Florida Transportation Plan (FTP), the single overarching plan guiding Florida's transportation future. Updated every five years, the FTP has evolved over the past few decades to address changing societal values and preferences, new technologies and innovations, and shifts in demand, resources, and risks.



INTRODUCTION > OUR TRANSPORTATION FUTURE

Through this FTP update, we are embracing a vision of how our transportation system meets the needs of our residents, visitors, and businesses. This vision is focused on **seven goals for Florida's transportation future**.



-76- WHAT MATTERS MOST? > OUR PROCESS

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The FTP is a plan for all of Florida, created by, and providing direction to, all organizations involved in planning and managing Florida's transportation system.

A 34-member Steering Committee with a singular focus on improving Florida's transportation future is guiding the FTP update. Convened by the Florida Department of Transportation (FDOT), this committee represents local, regional, state, and federal agencies; all modes of transportation; business and economic development organizations; environmental and community partners; and other organizations involved in planning and managing Florida's transportation system.

The most recent FTP, published in 2015, defined seven long-range goals. The update of the FTP began with revisiting these goals. We asked four questions.

HAVE WE MADE PROGRESS?

We reviewed progress on implementation of the current FTP, as well as changes in performance measures and other key progress indicators. Florida made progress in many areas since 2015, particularly in expanding innovation and modal options in many parts of the state. However, highway traffic delay has continued to increase, suggesting the need to continue to enhance mobility. Of greater concern, an increase in the number of traffic fatalities points to the need for even greater emphasis on improving safety. Transportation investment by FDOT and many partners has increased, but our needs have grown as well.

WHAT WE HEARD

"MOST IMPORTANT ISSUES FOR CUSTOMERS ARE SAFETY, EQUITY, AND USER EXPERIENCE"

"INVEST IN INFRASTRUCTURE THAT PROTECTS OUR ENVIRONMENT AND PROVIDES MORE SAFETY FEATURES"

"OUR FUTURE REQUIRES INCREASED MOBILITY AND ACCESSIBILITY"

"FLORIDA'S WORKFORCE WILL NEED TO DEVELOP NEW SKILLS AS TRANSPORTATION JOBS CHANGE"

"INCREASING FUEL EFFICIENCY AND THE SHIFT TOWARD ELECTRIC VEHICLES ARE PUSHING FLORIDA TOWARD FINDING ALTERNATIVE FUNDING SOLUTIONS"

Samples of public responses to FTP online survey, 2019-2020

WHAT MATTERS MOST? > OUR PROCESS

WHAT WILL THE FUTURE LOOK LIKE?

We reviewed trends, uncertainties, and potential disruptors shaping the future of Florida over the next few decades. Florida by 2045 is likely to be more populous, more diverse, and more globally integrated. Innovation and technology are likely to reshape nearly every aspect of how we live, learn, work, and do business, including how we pay for transportation. These changes will occur as we face a growing range of risks, from extreme weather to cybersecurity to potential changes in future transportation revenues and costs. All these trends will impact the way people and freight move.

WHAT DO OUR PARTNERS SAY?

We gathered input from statewide, regional, and local partners through Steering Committee and subcommittee meetings, a statewide visioning session, and more than 100 presentations, meetings, webinars, and partner briefings. We also reviewed more than 75 plans developed by FDOT, other state agencies, metropolitan planning organizations, and other partners to identify challenges and opportunities facing Florida's transportation future.

WHAT DO OUR CUSTOMERS SAY?

Finally, we engaged more than 6,600 participants in a nearly year-long conversation about Florida's transportation future. This included more than 4,850 participants in the visioning session, partner briefings, and other events. We received more than 1,750 responses from four online surveys covering transportation trends, issues, opportunities, and, most significantly, the values and preferences of Floridians. In addition, we used several channels across multiple social media platforms (Twitter, Facebook, and Instagram) which resulted in nearly 27,000 impressions.



LONG-RANGE
VISIONING SESSION
225 ATTENDEES



STEERING COMMITTEE
34 MEMBERS
4 MEETINGS
1 WEBINAR



THREE SUBCOMMITTEES
12 MEETINGS
516 ATTENDEES



SOCIAL MEDIA
OUTREACH
27,000 IMPRESSIONS



PARTNER BRIEFINGS
**102 BRIEFINGS WITH MORE
THAN 4,150 ATTENDEES**



FDOT, PARTNER, &
OTHER STATE PLANS
**MORE THAN 75
PLANS REVIEWED**



SURVEYS
**4 ACTIVE SURVEYS
WITH MORE THAN
1,750 RESPONSES**

*Note: Information current as of 4/08/20
Some individuals participated in more than one event*

WHAT MATTERS MOST? > OUR GOALS

The FTP Vision Element reaffirms the goals of the previous FTP, with refinements to reflect changing emphases of partners and customers statewide:



SAFETY AND SECURITY FOR FLORIDA'S RESIDENTS, VISITORS, AND BUSINESSES

Florida will put every effort toward achieving **zero fatalities** and serious injuries related to our transportation system. This will be a primary emphasis of all modes of transportation, from driving to bicycling and walking. While the large number of roadway fatalities remains our highest priority, the FTP increasingly emphasizes safety, security, and reduction of risks across all modes.



AGILE, RESILIENT, AND QUALITY INFRASTRUCTURE

Florida's emphasis continues to expand from maintaining existing infrastructure to providing **agile and resilient infrastructure**. Our infrastructure will adapt to changing customer needs, business models, mobility options, technologies, and energy sources. Our infrastructure will be designed to withstand and recover from potential risks such as extreme weather events and climate trends. Our definition of infrastructure also is broader – it's not just concrete and steel, but also the communications backbone, sensors, and other technologies that enable the system to function.



CONNECTED, EFFICIENT, AND RELIABLE MOBILITY FOR PEOPLE AND FREIGHT

Florida will provide **reliable travel times** across all modes of transportation. We will work together to alleviate bottlenecks on highways, at curbs, and in queues at hubs and terminals; manage responses to crashes, special events, and other disruptions so the system returns to normal quickly; get real-time information out to customers so they can adapt travel to avoid unexpected delays; and make regulatory processes as efficient as possible for all customers.

We also will provide **seamless mobility** on end-to-end trips. Both people and freight will be able to move efficiently from origin to destination, with easy transfers between modes, services, and systems. Customer, schedule, and financial information will flow seamlessly between these systems as well. Florida's residents, visitors, and businesses will efficiently travel within and between communities, including multiple options for reliable travel between our regions and between Florida and other states and nations.



TRANSPORTATION CHOICES THAT IMPROVE EQUITY AND ACCESSIBILITY

We've learned that the range of choices is more than just cars, bicycles, and buses. As innovation empowers new options like e-scooters and air taxis, we've learned it is not enough to simply provide more choices. Instead, we need to provide **universal accessibility** to all Floridians; safe, affordable, and convenient ways for everyone to access jobs, education, and health care, regardless of age or ability.

WHAT MATTERS MOST? > OUR GOALS



TRANSPORTATION SOLUTIONS THAT STRENGTHEN FLORIDA'S ECONOMY

Our transportation system will be designed to connect workers to jobs, visitors to attractions, and businesses to suppliers, consumers, and partners. We will provide **connectivity for workforce, visitors, and commerce** at all levels, global to local, to support an increasingly diverse economy. Florida's supply chain needs world-class air, sea, and space gateways with service to global markets; it also needs e-commerce centers and delivery networks able to bring highly precise shipments to individual customers daily. Our workers and visitors also need safe, affordable, and reliable ways to travel to, from, and through Florida.



TRANSPORTATION SOLUTIONS THAT ENHANCE FLORIDA'S COMMUNITIES

Our transportation system will **strengthen diverse communities** across the state, from large cities to small towns and rural areas. Prior plans emphasized the importance of supporting quality places. This vision reminds us that our ultimate measure of success is how well we reflect the values and preferences of the millions of Floridians our system serves each day.



TRANSPORTATION SYSTEMS THAT ENHANCE FLORIDA'S ENVIRONMENT

The sustainability of our environment and natural resources will be at the forefront of our decisions. This means more than just conserving water and energy, reducing emissions, and avoiding and mitigating impacts on conservation lands. It means proactively taking steps to **enhance and restore natural systems**, so they are preserved for future generations.

These seven goals are the building blocks of the FTP. They are interrelated and best accomplished as a set. Enhancing safety cannot be fully achieved without reducing congestion and providing safe alternatives to driving, such as transit, bicycling, and walking. Improving our transportation choices begins with ensuring they are safe and reliable. Enhancing our communities makes them more attractive to workers, visitors, and businesses. Making progress toward all goals moves us toward our vision. The transportation system of the future is robust, resilient, and responsive to the needs of a diverse state.



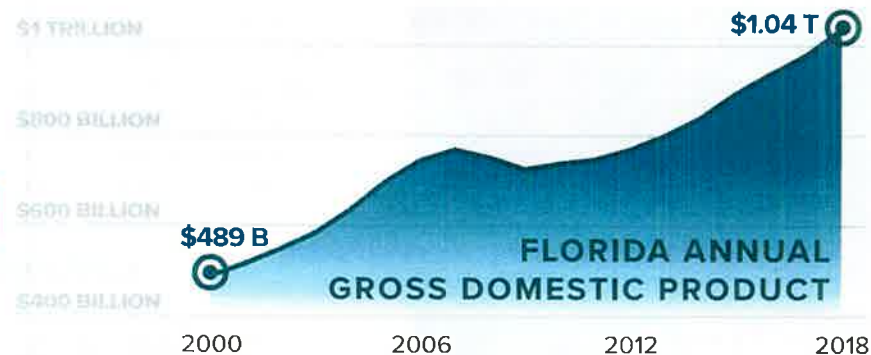
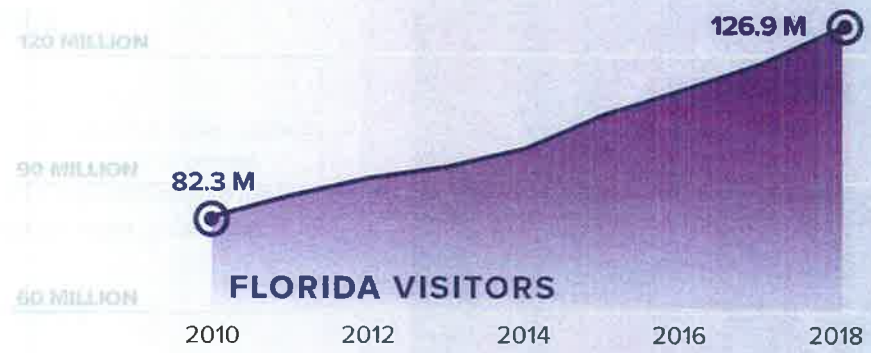
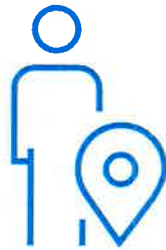
WHERE ARE WE NOW? > OUR PRESENT

Multiple forces are converging to reshape the future of Florida and the transportation needs and preferences of our residents, visitors, and businesses:

- > **Growth of Florida's population and economy**
- > **Diversity of Florida's population**
- > **Development patterns and preferences in both urban and rural areas**
- > **Global integration of Florida's economy**
- > **Innovation, technologies, and business practices**
- > **Risks and uncertainties across many aspects of our society**

Many of these trends have been occurring for decades and are likely to continue over the next several decades. The disruption we are facing in 2020 related to COVID-19 is unprecedented and reflects the growing risks facing our state in a more globally integrated and diverse economy. Although we must be prepared for these types of external shocks, we also must prepare for the range of possibilities the state may face in 2045 and beyond.

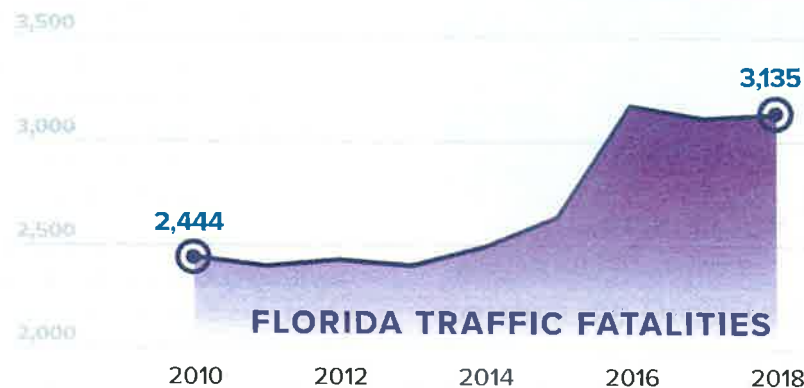
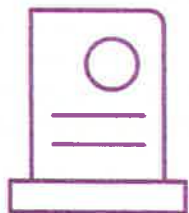
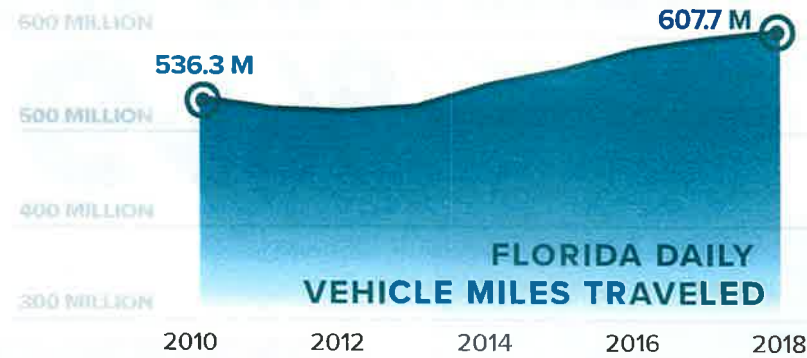
These trends and potential disruptions may reshape how, when, where, and how often we travel. The trends influence how we will work to achieve our vision, but they do not change our vision. Our goals remain consistent across all potential future changes and disruptions we may face.



Graphs are based on the best available data.

A full list of sources can be found at [FloridaTransportationPlan.com/VE2020Sources.pdf](https://www.floridatransportationplan.com/VE2020Sources.pdf)

WHERE ARE WE NOW? > OUR PRESENT



FLORIDA FREIGHT VOLUME (2018)

TRUCK



720.6 M Tons

SEAPORT



110.3 M Tons

RAIL



87.0 M Tons

AVIATION



2.8 M Tons

WHERE ARE WE GOING? > GROWTH

Florida's population and economy will continue to grow. That's not news for any of us who live here – but the magnitude of the gain anticipated through 2045 and beyond is impressive.

Prior to COVID-19, Florida's population was projected to increase by 700 residents per day over the next 25 years, roughly equivalent to adding the population of St. Petersburg to the state each year. The highest growth rate is expected in the next several years as the baby boomer generation retires.

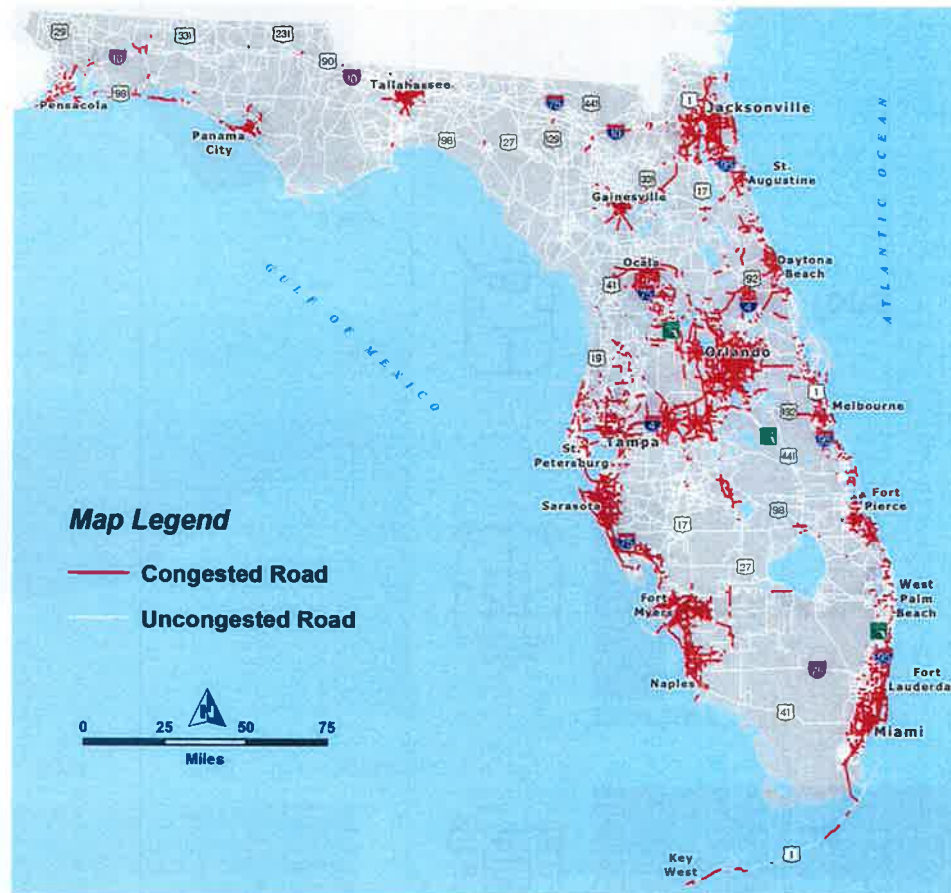
As the number of residents and visitors continues to increase, so too will demand for moving both people and freight. In fact, Florida's vehicle miles traveled is increasing at an even faster rate than our economy or population.

IMPLICATIONS

Potential need for additional capacity of transportation system to support significant growth in demand for moving people and freight.

Potential for more bottlenecks, more crashes, and more challenges getting people and goods to destinations efficiently.

CONGESTED FACILITIES BY 2040 (if pre-2020 trends continue)



61%
10 COUNTIES

of Florida's **POPULATION GROWTH** between 2018 and 2045 is projected to be concentrated in

[Miami-Dade, Orange, Hillsborough, Broward, Palm Beach, Lee, Duval, Polk, Osceola, & Pasco]

WHERE ARE WE GOING? > DIVERSITY

Florida's population is becoming more diverse as it grows, extending trends from the past few decades. As a state, we continue to get older, although there are some counties where the median age remains low and the number of college and post-college-age residents is high. We also are becoming more ethnically and racially diverse. One of every five Floridians is foreign-born today.

Some of the most significant differences facing Florida relate to our prosperity and quality of life. About 14 percent of our population lives below the poverty line, with many more residents living paycheck to paycheck. Increasing numbers of Floridians face disabilities or chronic health conditions. These groups are often most heavily impacted by economic cycles and fluctuations. In March and April 2020, for example, thousands of Floridians lost their jobs as the state's businesses and economy were disrupted by impacts of COVID-19. Transportation can provide a path to prosperity by connecting people to jobs, education, health care, and other resources.

IMPLICATIONS

Need for a range of transportation options to support a diverse population, especially an aging population preparing to transition from driving.

Increasing emphasis on affordability, convenience, and personal safety.

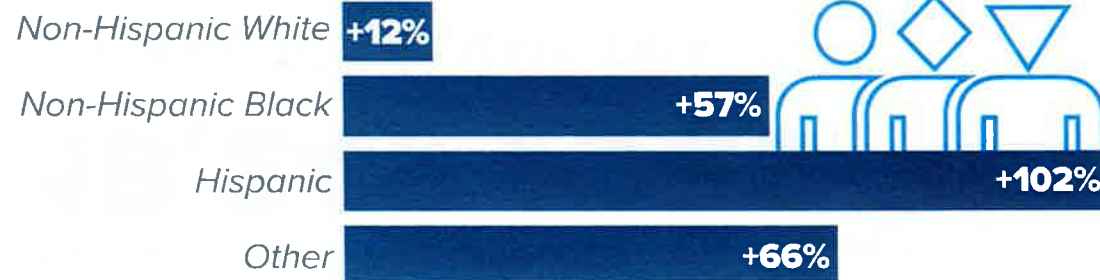
Need to accommodate residents with disabilities, limited English proficiency, or limited access to smartphones, broadband, and other technologies.

Florida's
65+
POPULATION
is projected to
GROW
60%
by 2045

Nationally
67% OF AGING
ROAD USERS
are **OUTLIVING THEIR**
ABILITY TO DRIVE
by an average of
7-10
YEARS



INCREASING DIVERSITY IN FLORIDA (PROJECTED 2045 GROWTH BY RACE/ETHNICITY)



13.4%
of Floridians have a
DISABILITY



TRANSPORTATION is the
THIRD HIGHEST
HOUSEHOLD COST
for a family of four
in Florida



WHERE ARE WE GOING? > DEVELOPMENT

Florida is home to a diverse mix of urban and rural areas. Recent population growth tends to focus in outlying counties of existing metropolitan areas and along transportation corridors with good access to jobs centers, with 88 percent of Florida's population living in urban areas.

Our largest urban areas – Southeast Florida, Tampa Bay, Orlando, Tampa, and Jacksonville – are continuing to grow, with more emphasis on infill and mixed-used development. These areas often need multimodal transportation solutions to supplement already built-out roadway networks.

A second group of emerging areas – like Fort Myers/ Naples, Ocala/The Villages, and Tallahassee – typically developed around major roadways. They traditionally rely on the car to get people to jobs and services and, in some cases, are seeking to expand modal alternatives.

Florida's rural areas range from fast-growing areas on the fringes of existing urban areas to regional jobs centers to economically distressed communities. Transportation could support increased economic activity and better access to jobs.

IMPLICATIONS

Need for flexible solutions to address unique values and needs of each community while supporting statewide goals.

Importance of effective and ongoing coordination of transportation and development decisions.

The average Florida worker has access to

617,632 JOBS

within a

40 MINUTE DRIVE



but only

18,249 JOBS

within a

40 MINUTE TRANSIT TRIP



LIBERTY

is Florida's **LEAST DENSELY POPULATED COUNTY** with

11

PEOPLE PER SQUARE MILE

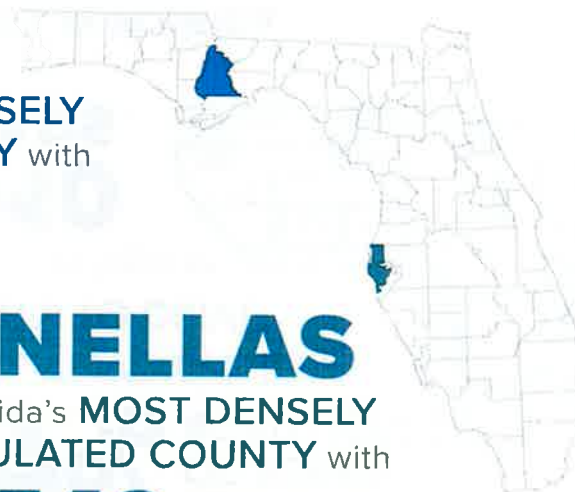


PINELLAS

is Florida's **MOST DENSELY POPULATED COUNTY** with

3,542

PEOPLE PER SQUARE MILE



WHERE ARE WE GOING? > INNOVATION

Technology is continually evolving and changing the way people interact with each other, work, do business, and travel. Advancements in technology and communications, combined with emerging business practices, enable same-day delivery of groceries and consumer products and allow more of us than ever to work, learn, and receive health care remotely. Businesses face the challenge of managing ever-more complex and precise supply chains, producing highly customized goods and speeding them to consumers in a breathtakingly short period of time.

Private enterprises are at the forefront of new mobility options and services, ranging from shared vehicles to micromobility, from automated vehicles to alternative fuels. Public/private partnerships are advancing new infrastructure and services, sharing risk and reward.

IMPLICATIONS

Potential for dramatic increases in safety, mobility, and accessibility – including potential for significantly increasing travel demand by making it easier for people to travel.

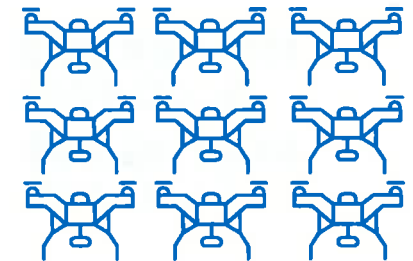
Potential for an extended transition period with both existing and emerging technologies using the transportation system.

Significant transition period needed in regulatory structures, planning processes, workforce skills, and revenue sources as we adapt to new technologies.

E-COMMERCE accounts for
64% of all U.S. **MANUFACTURING SHIPMENTS**



Nationally, more than
ONE-HALF
OF ALL JOBS COULD BE
AUTOMATED TODAY
using current technologies



In 2018,
32,000 ELECTRIC VEHICLES
were sold in Florida
making up **2.41%** of TOTAL
VEHICLE SALES

The cumulative number of
GLOBAL SHARED VEHICLE TRIPS
INCREASED TENFOLD
in the last **5 YEARS**



In **2018**, there were
84.5 MILLION
total trips taken nationally with
SHARED MICROMOBILITY OPTIONS

39.5 million
pedal bicycle
trips



38.5 million
e-scooter
trips



6.5 million
e-bike trips



WHERE ARE WE GOING? > GLOBAL INTEGRATION

Florida's economy has long relied on efficient and reliable connections to national and global markets to bring visitors to the Sunshine State; to sell Florida agriculture, mining, and manufactured goods around the globe; and to allow the state's large military presence to respond to crises around the world.

We expect Florida's economy to become even more globally integrated in the coming decades. Forecasts developed in early 2020 projected the number of visitors to the state could grow 43 percent by 2029; with 16 million international visitors a year, Florida ranks second among the states. With 15 deepwater ports and nine commercial service airports currently offering international service, Florida remains one of the nation's leading gateways for trade to and from Latin America and the Caribbean – and is diversifying its trading partners to include Asian and African markets as well. Florida's medical, financial, legal, and engineering industries increasingly are selling their services worldwide. The Cape Canaveral Spaceport remains the world's most capable gateway to space, particularly in growing commercial markets. All these activities rely on a multimodal transportation system that can efficiently move both people and goods to, from, and through Florida.

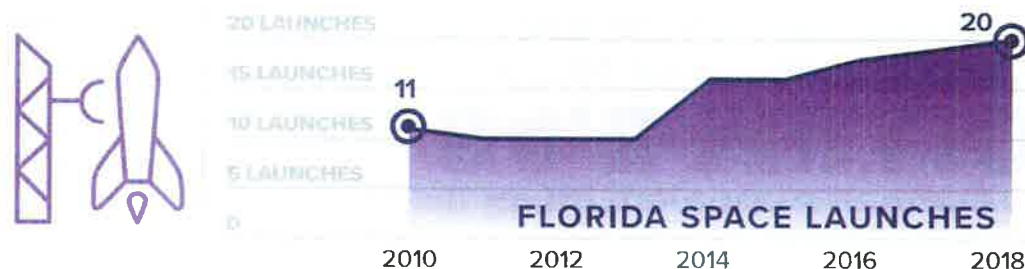
IMPLICATIONS

Increasing need for connectivity to global markets for moving people and freight.

Need to balance statewide and interregional connectivity with unique vision and values of communities along major corridors.

Increasing exposure to global events and risks related to the free flow of goods and people, such as human trafficking, cybersecurity, and the spread of infectious diseases and invasive species.

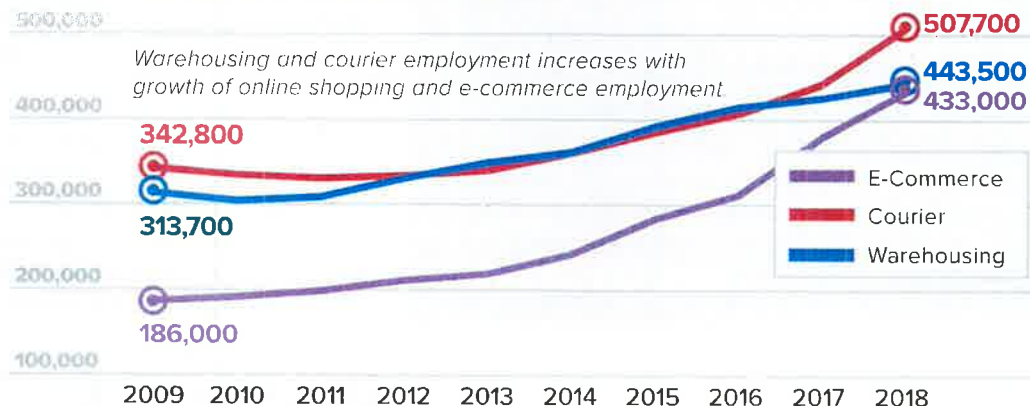
FLORIDA TOTAL VISITORS



FLORIDA'S MERCHANDISE TRADE (2019)
TOTAL MERCHANDISE TRADE
\$154 BILLION

AIRPORTS
\$63 BILLION
SEAPORTS
\$86 BILLION

FLORIDA WAREHOUSE, COURIER, & E-COMMERCE EMPLOYMENT



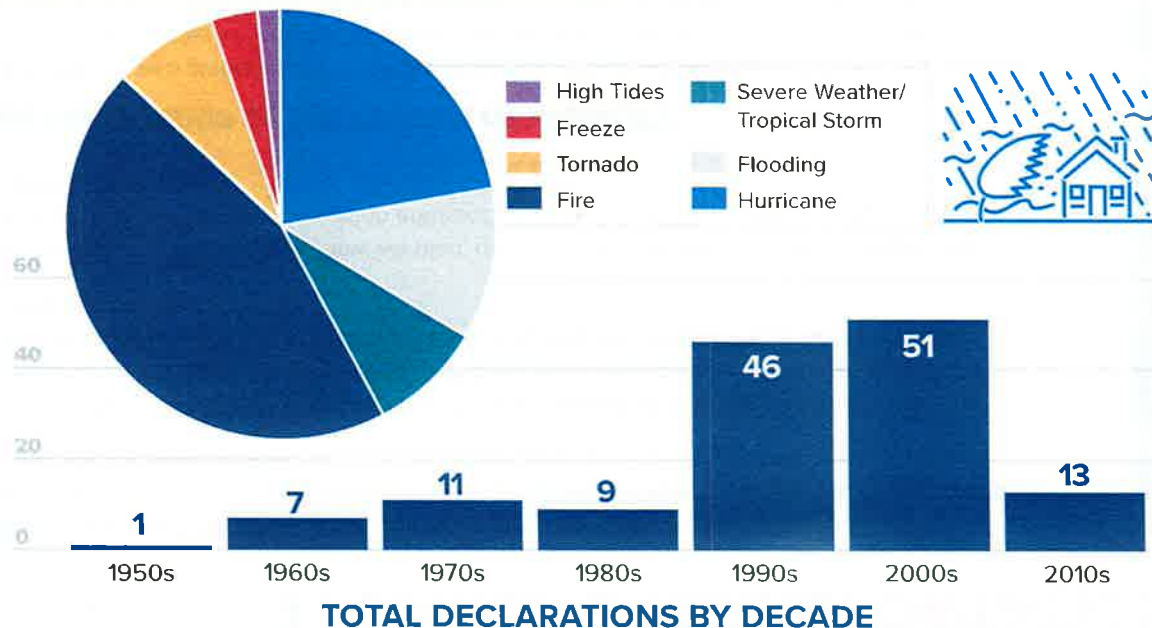
WHERE ARE WE GOING? > RISKS & DISRUPTIONS

Extreme weather, like hurricanes, and the threat of rising sea levels and changing climate are often cited among the greatest risks to Florida's infrastructure and communities. Florida's economy is likely to experience multiple business cycles during the next 25 years and these economic fluctuations will impact the wellbeing of Florida's communities. New and emerging technologies offer the potential for a safer, more efficient transportation system; more connectivity globally and locally; and streamlined business practices. However, increased reliance on technology brings other challenges to the forefront like cybersecurity and data privacy and in a global economy we could be more susceptible to external shocks and events, such as disruptions in global trade. How our transportation system responds to these types of risks and disruptors could determine the future safety and prosperity of Florida's residents, visitors, and businesses. A transportation system that is adaptive in the face of risk and resilient to potential hazards helps the state make wiser investment decisions and ensures more reliable mobility.

IMPLICATIONS

- Growing importance of effective emergency response and recovery strategies as Florida continues to grow and as development and technologies change.
- Growing need to redesign and adapt infrastructure to make our communities stronger and more resilient.
- Determining how and where to invest given uncertainty about the magnitude and likelihood of risks.
- Need for a more agile way of planning and managing Florida's transportation system.

DISASTER DECLARATIONS IN FLORIDA



HURRICANE STORM SURGE



- Less than 3 feet above ground
- Greater than 3 feet above ground
- Greater than 6 feet above ground
- Greater than 9 feet above ground
- Leveed Area

OUR VISION > FLORIDA'S TRANSPORTATION FUTURE

Our customer needs and preferences are changing. The possibilities enabled by technology are multiplying. The risks and uncertainties we face, from pandemics to economic cycles to climate change, are growing. But our vision is clear.

Our vision for Florida in 2045 is for a robust transportation system to meet the needs of a dynamic state by accomplishing the seven goals of the FTP. If we work toward these goals as a set, our transportation system in 2045 and beyond will have zero fatalities, reliable travel times, seamless mobility, and universal accessibility.

This vision is bold, and it transforms how we plan, design, build, maintain, operate, manage, and fund our transportation system. This vision embraces a more proactive approach to the future of transportation in Florida.

GLOBAL LEADERSHIP IN THE FUTURE OF MOBILITY

We envision Florida as a global leader in the transformation of transportation over the next few decades. From autonomous vehicles to commercial space travel, from urban air mobility to advanced logistics, from big data to artificial intelligence, Florida is positioned to help shape the future of mobility not only in our state, but also around the globe. Maintaining our focus on innovation will help Florida remain an early adopter of new technologies and add value to our economy.

FORWARD-LOOKING PLANNING FOR HOW TRANSPORTATION CONTRIBUTES TO A MORE COMPETITIVE, RESILIENT, AND SUSTAINABLE STATE

In the past, transportation decisions reacted to economic growth and development, and too often they had unforeseen consequences on our built and natural environment. We envision a future where effective transportation planning, in collaboration with land use, economic, and environmental planning, creates a stronger economy and enhances communities and the environment across the state.

SUSTAINABLE TRANSPORTATION PARTNERSHIPS AND INVESTMENTS

Finally, we recognize that all other aspects of our vision can be achieved only if we maintain strong partnerships among public agencies as well between public and private organizations. This includes efficient and effective decision making at the state, regional, and local levels. It also includes sustainable funding for transportation investment across all partners, including approaches for addressing the decline of the value of our largest revenue source, fuel taxes. Our investment is more than dollars. It's also in our people, and we must redouble efforts to develop, attract, and retain a skilled transportation workforce to deliver the transportation system of the 21st century.



OUR VISION > FLORIDA'S TRANSPORTATION FUTURE



Desired outcomes in 2045 identified by FTP Steering Committee members in November 2019.

OUR VISION > WHAT'S NEXT?

The FTP includes four elements:

- The **Vision Element** (this document) defines our long-term transportation vision and goals for the next 25 years.
- The **Policy Element** describes how we will accomplish the vision and goals. It defines objectives and strategies to guide transportation partners statewide during the next 25 years.
- The **Implementation Element** details how we will work toward implementation during the next five years. It details specific short-term actions, roles, and timelines. It also outlines how we will track progress toward accomplishing our vision and goals.
- The **Performance Element** reports how our system performs on key measures of safety, asset condition, and mobility. This initial report emphasizes federally required measures tracked by FDOT; future versions may expand to address a broader view of performance.

FDOT will work with the FTP Steering Committee, supplemented by input from other partners and the public, to develop the remaining elements of the FTP building on this Vision Element. Key issues that will be considered in development of objectives and strategies for the Policy Element include:

- Achieving the overarching goal of zero fatalities on the transportation system;
- Leveraging emerging technologies and business practices, such as automated, connected, electric, and shared vehicles, to improve safety, mobility, and accessibility;
- Addressing a full range of risks, from extreme weather to economic cycles, pandemics, and cybersecurity, to ensure the transportation system is robust and resilient;
- Supporting increasing demand for statewide and interregional flows of people and freight as Florida's regions become more connected and more integrated with the global economy; and
- Addressing unique regional and local opportunities and challenges while also accomplishing statewide goals.

Sources available at:

[FloridaTransportationPlan.com/VE2020Sources.pdf](https://www.floridatransportationplan.com/VE2020Sources.pdf)

The FTP vision and goals can be accomplished through a combination of strategic investments, partner collaboration, customer- and performance-driven decision making, and ongoing research and workforce development activities. The FTP Policy Element will define specific strategies in these areas to work toward the FTP vision and goals.



FTP STEERING COMMITTEE

Stacy Miller (Current Chair)

Tom Byron (Past Chair)

Florida Department of Transportation

Paul Owens
1000 Friends of Florida

Laura Cantwell
AARP Florida

Andra Cornelius
CareerSource Florida

Jamie Christian
Federal Highway Administration

Michael Stewart
Florida Airports Council

The Honorable Doug Smith
Florida Association of Counties

Chris Emmanuel
Florida Chamber of Commerce

David Darm
*Florida Commission for the
Transportation Disadvantaged*

Eric Frey
Florida Council of 100

Elizabeth Medina
Florida Defense Alliance

Ryan Fierst
*Florida Department of
Economic Opportunity*

James Stansbury
*Florida Department of
Economic Opportunity*

Chris Stahl
*Florida Department of
Environmental Protection*

Jennifer Johnson
Florida Department of Health

Lt. Col. Troy Thompson
*Florida Department of Highway Safety
and Motor Vehicles*

The Honorable Matthew Surrency
Florida League of Cities

Doug Wheeler
Florida Ports Council

Karen Deigl
Florida Public Transportation Association

Craig Camuso
Florida Railroad Association

Ananth Prasad
*Florida Transportation
Builders Association*

Teresa Sarnoff / David Genson
Florida Transportation Commission

Patricia Steed (Vice Chair)

Florida Regional Councils Association

Alix Miller
Florida Trucking Association

Sally Patrenos
Floridians for Better Transportation

The Honorable Bryan Caletka
*Metropolitan Planning Organization
Advisory Council*

Greg Slay
*Metropolitan Planning Organization
Advisory Council*

Ken Bryan
Rails-to-Trails Conservancy

Chris Doolin
Small County Coalition

Mark Bontrager
Space Florida

The Honorable Sean Parks
*Transportation & Expressway Authority
Membership of Florida (TEAM Florida)*

Janet Bowman
The Nature Conservancy

John Renne
Urban Land Institute Florida

John Tupps
VISIT FLORIDA

FLORIDA

Transportation Plan



For more information:

Florida Department of Transportation
Office of Policy Planning
850-414-4800
planning@dot.state.fl.us
FloridaTransportationPlan.com

**TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD**

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 11/20/2019	MEETING DATE 6/3/2019	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARIE DANIELS Alt - Chris Dawson (Chair) Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
JAMES TONY FLAGERT Alt - Thomas Strom Alt - Ramon Gavarrete	Alachua County Public Works Department	P	A	NO
Dekova Batey	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	A	P	NO
JASON SIMMONS Alt - Andrew Persons	City of Gainesville Department of Doing	P	P	NO
DEBORAH LEISTNER Alt - Jesus Gomez Alt - Scott Wright	City of Gainesville Department of Mobility [Operations, Planning and Transit] Department of Public Works [Engineering, Maintenance, Pavement Management]	A	P	NO
AARON CARVER Alt - Suzanne Schiemann Alt - Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	A	NO
MARI SCHWABACHER Alt - Karen Taulbec	Florida Department of Transportation	P	P	NO
YAIMA DROESE Alt - Reginald Thomas	School Board of Alachua County	A	P	YES
ERIK LEWIS (Vice-Chair) Alt - Linda Dixon	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER Alt - Scott Fox	University of Florida Transportation & Parking Services	P	P	YES

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

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Attendance Rule:

1. 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.
2. 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	10/2/2019	11/20/2019	6/3/2020	Violation If Absent At Next Meeting 8/12/2020
Thomas Bolduc	22-Dec	P	A	P	-
Craig Brashier	20-Dec	P	A	P	-
Alyssa Brown	20-Dec	E	P	P	-
Nelle Bullock	22-Dec	P	P	A	-
Mary Ann DeMatas	21-Dec	E	E	A	YES
Jan Frentzen	21-Dec	E	P	A	-
Jean LeMire	22-Dec	P	P	P	-
Gilbert Levy	20-Dec	P	P	P	-
Chandler Otis (Vice-Chair)	21-Dec	P	A	A	-
James Samec	20-Dec	P	P	P	-
Ruth Steiner (Chair)	21-Dec	P	P	P	-
VACANT	19-Dec	-	-	-	-
VACANT	19-Dec	-	-	-	-
Chris Towne	20-Dec	P	A	A	-
Joshua Williams	21-Dec	E	P	A	-

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

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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 2020 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	<i>CANCELLED</i>	<i>CANCELLED</i>	<i>CANCELLED</i>
APRIL	<i>CANCELLED</i>	<i>CANCELLED</i>	April 20 at 3:00 p.m.
JUNE	June 3	June 4	June 22 at 5:00 p.m.
AUGUST	<i>August 12</i>	<i>August 13</i>	August 24 at 5:00 p.m.
OCTOBER	October 7	October 8	October 26 at 3:00 p.m.
DECEMBER	November 18	November 19	December 14 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

