November 8, 2017

TO: Citizens Advisory Committee
    Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On November 15, 2017, the Technical Advisory Committee will meet at 2:00 p.m. in the Gainesville Regional Utilities Meeting Room, Gainesville Regional Utilities Administration Building, 301 SE 4th Avenue. Also, on November 15, 2017 the Citizens Advisory Committee will meet at 7:00 p.m. in the Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street. Times shown on this agenda are for the Citizens Advisory Committee meeting.

STAFF RECOMMENDATION

7:00 p.m. I. Introductions (if needed)*

II. Approval of Meeting Agenda

 III. Approval of Committee Minutes

Page 3

IV. Safety Performance Measures and Targets

Page 17

7:05 p.m.

The Metropolitan Transportation Planning Organization needs to set safety performance targets for fatalities and serious injuries.

Page 29

7:15 p.m.

V. Kermit Sigmon Citizens Participation Award - 2017

Page 29

7:15 p.m.

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

Page 29

7:25 p.m.

VI. Committee Elections*

Each year, a new Chair and Vice-Chair are elected.

Dedicated to improving the quality of life of the Region’s citizens, by coordinating growth management, protecting regional resources, promoting economic development and providing technical services to local governments.
VII. Information Items

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

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<thead>
<tr>
<th>Page #31</th>
<th>Page #33</th>
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</thead>
<tbody>
<tr>
<td>A. Advisory Committee Attendance Records</td>
<td></td>
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<tr>
<td>B. Meeting Calendar- 2017</td>
<td></td>
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</tbody>
</table>

*No handout included with the enclosed agenda item.
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MINUTES
GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

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

MEMBERS PRESENT
Dekova Batey
Linda Dixon
Ron Fuller
Ramon Gavarrete
James Green
Jeffrey Hays, Chair
Dean Mimms
Krys Ochia

MEMBERS ABSENT
Paul Adjan
James Speer

OTHERS PRESENT
Chris Dawson
Jesus Gomez
Erik Lewis
Ken McMurry
Ken Zeichner

STAFF PRESENT
Michael Escalante
Scott Koons

October 11, 2017
2:00 p.m.

CALL TO ORDER
Chair Jeffrey Hays, Alachua County Transportation Planning Manager, called the meeting to order at 2:08 p.m.

I. INTRODUCTIONS
Chair Hays introduced herself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA
Chair Hays asked for approval of the agenda.

Michael Escalante, Senior Planner, asked that the agenda be amended to add item VIII.B Transportation Improvement Program Amendment - State Road 222 (NW 39th Avenue) Railroad Crossing and item XI.B Shared-Use Nonmotorized Trail Network - 2018 Applications.

MOTION: Ron Fuller moved to approve the meeting agenda amended to add item VIII.B Transportation Improvement Program Amendment - State Road 222 (NW 39th Avenue) Railroad Crossing and item XI.B Shared-Use Nonmotorized Trail Network - 2018 Applications. Jesus Gomez seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES
Chair Hays stated that the May 17, 2017 minutes are ready for consideration of approval by the Technical Advisory Committee.
MOTION: Jesus Gomez moved to approve the May 17, 2017 Technical Advisory Committee minutes. Deborah Leistner seconded; motion passed unanimously.

IV. GLEN SPRINGS BRAID REFERRAL

Mr. Escalante stated that the Metropolitan Transportation Planning Organization referred development of Safe Routes to School priorities to the Technical Advisory Committee. He noted that these priorities would be needed by March, 2018.

V. ALACHUA COUNTY COMPREHENSIVE PLAN - EVALUATION AND APPRAISAL REPORT

Chair Hays stated that Alachua County requested that the Technical Advisory Committee provide review and comment of the Alachua County Comprehensive Plan Evaluation and Appraisal Report process.

Ken Zeichner, Alachua County Principal Planner for Comprehensive Planning, discussed the Evaluation and Appraisal Report process and answered questions.

VI. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - ROLL FORWARD PROJECTS

Mr. Escalante stated that the Florida Department of Transportation has requested an amendment to the Transportation Improvement Program to roll forward several projects from Fiscal Year 2016-17 to Fiscal Year 2017-18. He discussed the following projects and answered questions:

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

MOTION: James Green moved to recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding into Fiscal Year 2017-18 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1. Ron Fuller seconded; motion passed unanimously.

VII. LONG-RANGE TRANSPORTATION PLAN ADMINISTRATIVE MODIFICATION - SW 62ND CONNECTOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY

Mr. Escalante stated that the Florida Department of Transportation has requested an administrative modification to the Year 2040 Long-Range Transportation Plan to advance funding for preliminary engineering and right-of-way acquisition for the SW 62nd Connector project to Fiscal Year 2017-18.

MOTION: Jesus Gomez moved to recommend that the Metropolitan Transportation Planning Organization approve administrative modifications to its Year 2040 Long-Range Transportation Plan to:

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

Deborah Leistner seconded; motion passed unanimously.

VIII. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - SW 62ND CONNECTOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY

Mr. Escalante stated that the Florida Department of Transportation has requested an amendment to the Transportation Improvement Program to add funding for preliminary engineering and right-of-way acquisition for the SW 62nd Connector project to Fiscal Year 2017-18 and Fiscal Year 2018-19. He discussed the projects and answered questions.

MOTION: Deborah Leistner moved to recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add the funding for the SW 62nd Connector project in Fiscal Year 2017-18 and Fiscal Year 2018-19 identified in Exhibit 1. Jesus Gomez seconded; motion passed unanimously.

VIII.B TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - STATE ROAD 222 (NW 39TH AVENUE) RAILROAD CROSSING

Mr. Escalante stated that, based on review of the Tentative Work Program and consultation with the Florida Department of Transportation, the Transportation Improvement Program needs to be amended to advance the State Road 222 (NW 39th Avenue) Railroad Crossing to Fiscal Year 2017-18.

MOTION: Ron Fuller moved to recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to advance the State Road 222 (NW 39th Avenue) Railroad Crossing to Fiscal Year 2017-18. Jesus Gomez seconded; motion passed unanimously.

Jesus Gomez, Regional Transit System Director, stated that the Regional Transit System has been awarded two grants and that the Transportation Improvement Program needs to be amended to add these projects. He stated he would forward information concerning these projects to staff.

It was a consensus of the Technical Advisory Committee to amend the agenda to add items VIII C. Transportation Improvement Program Amendment- Federal Transit Administration Section 5339(c) Low or No-Emission Grant Award to the Regional Transit System and VIII D. Transportation Improvement Program Amendment- Florida Department of Transportation Service Development Grant Award to the Regional Transit System.

VIII.C TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FEDERAL TRANSIT ADMINISTRATION SECTION 5339(C) LOW OR NO-EMISSION GRANT AWARD TO THE REGIONAL TRANSIT SYSTEM

Mr. Gomez discussed the Federal Transit Administration Section 5339(c) Low or No-Emission Grant Award and answered questions.
MOTION: Jesus Gomez moved to recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add the Federal Transit Administration Section 5339(c) Low or No-Emission Grant Award to the Regional Transit System to Fiscal Year 2017-18. Ron Fuller seconded; motion passed unanimously.

VIII.D TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FLORIDA DEPARTMENT OF TRANSPORTATION SERVICE DEVELOPMENT GRANT AWARD TO THE REGIONAL TRANSIT SYSTEM

Mr. Gomez discussed the Florida Department of Transportation Service Development Grant Award for an autonomous bus to run between downtown and the University of Florida campus and answered questions.

MOTION: Jesus Gomez moved to recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add the Florida Department of Transportation Service Development Grant Award to the Regional Transit System for the Operations of an Autonomous Bus Route Project to Fiscal Year 2017-18. Ron Fuller seconded; motion passed unanimously.

IX. FLORIDA DEPARTMENT OF TRANSPORTATION - TENTATIVE WORK PROGRAM 2017-18 TO 2021-22

Mr. Escalante stated that the Metropolitan Transportation Planning Organization had received the draft Tentative Work Program. He discussed the Tentative Work Program and answered questions. He noted the new projects included in the Tentative Work Program.

Linda Dixon, University of Florida Planning Manager, asked about the implementation of the University Avenue and West 13th Street road safety audits.

James Green, Florida Department of Transportation Liaison, stated that he would discuss the status of the road safety audits with District staff. He also discussed the use of state funds for studies.

MOTION: Linda Dixon moved to recommend that the Metropolitan Transportation Planning Organization authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary requesting that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program:

1. consider funding the following projects in the Tentative Work Program (Exhibit 1) and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:

   A. Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;

   B. Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;

   C. Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations; and
D. Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Continuous Left Turnlane installation from NW 16th Avenue to U.S. 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds.

2. involve the Metropolitan Transportation Planning Organization in the scoping of the:

A. U.S. 441 Resurfacing Project (4361751) from the Marion County Line to Williston Road (State Road 331) and also include local governments, the Federal Highway Administration, the Florida Department of Transportation the Florida Department of Environmental Protection Division of Recreation and Parks and other stakeholders interested in the Paynes Prairie portion of U.S. 441 as a recreational destination; and

B. Traffic Signal Update projects (4373771, 4343961 and 4358911).

Jesus Gomez seconded, motion passed unanimously.

MOTION: Linda Dixon moved to recommend that the Metropolitan Transportation Planning Organization authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary also requesting that the Florida Department of Transportation confirm that Interstate 75 Managed Lanes and Interstate Interchange projects in the Tentative Work Program are not competing with projects listed in the Year 2040 Long-Range Transportation Plan for funds identified in the Revenue Forecast provided by the Florida Department of Transportation. Ron Fuller seconded, motion passed unanimously.

X. TRANSPORTATION ALTERNATIVES PROGRAM APPLICATIONS

Mr. Escalante stated that the Florida Department of Transportation deadline for submission of applications for Transportation Alternatives Program funding is December 1, 2017. He reported that Alachua County and the City of Gainesville are developing applications based on the current Metropolitan Transportation Planning Organization List of Priority Projects.

XI. SAFE ROUTES TO SCHOOL APPLICATIONS

Mr. Escalante stated that the Florida Department of Transportation deadline for submission of applications for Safe Routes to School funding is December 30, 2017. He reported that Alachua County and the City of Gainesville are developing applications based on the current Metropolitan Transportation Planning Organization List of Priority Projects.

MOTION: Deborah Leistner moved to recommend that the Metropolitan Transportation Planning Organization reaffirm support the following three Safe Routes to School applications:

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

Jesus Gomez seconded; motion passed unanimously.

XI.B SHARED-USE NONMOTORIZED TRAIL NETWORK APPLICATIONS

Mr. Escalante stated that the Florida Department of Transportation deadline for submission of applications for Shared-Use Nonmotorized Trail Network funding is December 15, 2017. He reported that Alachua County and the City of Gainesville are developing applications based on the current Metropolitan Transportation Planning Organization List of Priority Projects.

XII. FLORIDA DEPARTMENT OF TRANSPORTATION - NORTH I-75 MASTER PLAN SUMMARY REPORT

Mr. Escalante stated that the Florida Department of Transportation has provided a copy of its North I-75 Master Plan Summary Report.

XIII. NONE

XIV. INFORMATION ITEMS

Revisions to the Technical Advisory Committee Attendance Roster were discussed.

ADJOURNMENT

The meeting was adjourned at 4:15 p.m.

11/15/17
Date

Jeffrey Hays, Chair
MINUTES
GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE

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

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

MEMBERS ABSENT
Rob Brinkman, Chair
Nelle Bullock
John Picket
Ewen Thomson

OTHERS PRESENT
Dekova Batey

STAFF PRESENT
Michael Escalante
Scott Koons

May 17, 2017
7:00 p.m.

CALL TO ORDER

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

I. INTRODUCTIONS

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

II. APPROVAL OF THE MEETING AGENDA

Vice-Chair Frentzen asked that the agenda be approved.

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

III. APPROVAL OF COMMITTEE MINUTES

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

MOTION: Thomas Bolduc moved to approve the March 15, 2017 Citizens Advisory Committee minutes. James Samec seconded; motion passed unanimously.
IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FOR FISCAL YEARS 2016-17 TO 2020-21
FEDERAL TRANSIT ADMINISTRATION SECTION 5310 CAPITAL GRANT

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

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

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

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

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

VI. LIST OF PRIORITY PROJECTS

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

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

MOTION: Thomas Bolduc moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2018-19 to 2022-23 List of Priority Projects revisions shown in Exhibit 1. James Samec seconded; motion passed unanimously.
MOTION: Ruth Steiner moved to recommend that the Metropolitan Transportation Planning Organization refer the Glen Springs Braid project to its Technical Advisory Committee to identify segments for Safe Routes to School funding in the Fiscal Years 2019-20 to 2023-24 List of Priority Projects. Thomas Bolduc seconded; motion passed unanimously.

VII. PUBLIC INVOLVEMENT PLAN

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

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

VIII. COMMITTEE ELECTIONS

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

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

IX. INFORMATION ITEMS

There was no discussion of information items.

ADJOURNMENT

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

Date

Rob Brinkman, Chair
# Bicycle/Pedestrian Priorities

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

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

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safe Routes to School Funds</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-SR</td>
<td>NW 42 Avenue</td>
<td>FM: NW 13 Street TO: NW 6 Street</td>
<td>Construct Sidewalk</td>
</tr>
<tr>
<td>2-SR</td>
<td>SE 43 Street</td>
<td>FM: Hawthorne Road TO: University Avenue</td>
<td>Pedestrian Modifications</td>
</tr>
<tr>
<td>3-SR</td>
<td>SW 24 Avenue</td>
<td>FM: SW 87 Way TO: SW 77 Street</td>
<td>Construct Multi-use Path</td>
</tr>
<tr>
<td>4-SR</td>
<td>NW 45 Avenue</td>
<td>FM: NW 34 Street TO: NW 24 Boulevard</td>
<td>Construct Multi-use Path</td>
</tr>
<tr>
<td><strong>State Highway System Funds</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAC/CAC* 1-SH</td>
<td>W University Avenue [SR 26]</td>
<td>AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street</td>
<td>Install Enhanced Pedestrian Crossings [29,000 AADT]</td>
</tr>
<tr>
<td>TAC/CAC* 2-SH</td>
<td>W University Avenue [SR 26]</td>
<td>FM: Gale Lemerand Drive TO W 13 Street [SR 25]</td>
<td>Construct Bikeway/Sidewalk [29,000 AADT]</td>
</tr>
<tr>
<td>3 SH</td>
<td>E University Avenue [SR 26]</td>
<td>AT: Waldo Road [SR 24]</td>
<td>Pedestrian-Oriented Intersection Design [18,700 AADT]</td>
</tr>
<tr>
<td>4-SH</td>
<td>E University Avenue [SR 26]</td>
<td>FM: E 7 Street TO: E 10 Street</td>
<td>Install Raised Median [20,500 AADT]</td>
</tr>
<tr>
<td>5-SH</td>
<td>University Avenue [SR 26]</td>
<td>AT: Corridorwide</td>
<td>Install Transit Shelters and Benches [29,000 AADT]</td>
</tr>
<tr>
<td>6-SH</td>
<td>E University Avenue [SR 26]</td>
<td>FM: E 1 Street TO: E 3 Street</td>
<td>Construct Midblock Pedestrian Crossings [20,500 AADT]</td>
</tr>
<tr>
<td>7-SH</td>
<td>University Avenue [SR 26]</td>
<td>AT: Corridorwide</td>
<td>Install Bicycle Striping and Signal Detection [29,000 AADT]</td>
</tr>
<tr>
<td>8-SH</td>
<td>Newberry Road [SR 26]</td>
<td>FM: NW 59 Street TO: NW 34 Street [SR 121]</td>
<td>1. Restripe the pavement to 11-foot general purpose travel lanes with protected bike lanes between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turn lane at NW 43rd Street; 2. Conduct a speed zone study between NW 59th Street and NW 40th Drive; and 3. Prioritize this project for State Highway System funding. [29,000 AADT]</td>
</tr>
</tbody>
</table>
Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>SUNTrail Funds</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-ST</td>
<td>Gainesville-Hawthorne Trail</td>
<td>FM: La Chua Trail Entrance TO: Depot Park</td>
<td>Resurface Trail</td>
</tr>
<tr>
<td>TAC 2-ST</td>
<td>Downtown Connector Rail-Trail Crossing</td>
<td>AT: Williston Road [SR 331]</td>
<td>Construct Grade-Separated Crossing</td>
</tr>
<tr>
<td>3-ST</td>
<td>Hull Road</td>
<td>AT: SW 34 Street [SR 121]</td>
<td>Construct Grade-Separated Crossing</td>
</tr>
<tr>
<td>TAC/CAC* 4-ST</td>
<td>NW 6 Street Rail/Trail Extension</td>
<td>FM: NW 16 Avenue TO: NW 39 Avenue</td>
<td>Extend the Rail/Trail North to NW 39 Avenue</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Transportation Alternatives Program Funds</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-T</td>
<td>SW 20th Avenue</td>
<td>FM: SW 43 Street TO: SW 34 Street [SR 121]</td>
<td>Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings</td>
</tr>
<tr>
<td>3-T</td>
<td>Williston Road [SR 331] @ Downtown Connector Rail-Trail</td>
<td>FM: SE 4 Street TO: SE 12 Avenue</td>
<td>1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; and 4. Increase visibility of both motorists and trail users.</td>
</tr>
<tr>
<td>4-T</td>
<td>Glen Springs Braid</td>
<td>FM: Gainesville High School TO: NW 34 Street [SR 121]</td>
<td>Construct Bicycle/Pedestrian Trail</td>
</tr>
<tr>
<td>5-T</td>
<td>Gainesville Regional Utilities Right-Of-Way</td>
<td>FM: Depot Park TO: Williston Road [SR 331]</td>
<td>Construct Bicycle/Pedestrian Trail</td>
</tr>
<tr>
<td>6-T</td>
<td>NE 27 Avenue</td>
<td>FM: State Road 222 TO: State Road 26</td>
<td>Construct 8-Foot Multiuse Path on North Side of Roadway</td>
</tr>
<tr>
<td>7-T</td>
<td>Williston Road [SR 331]</td>
<td>FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector</td>
<td>Construct Bicycle/Pedestrian Trail</td>
</tr>
<tr>
<td>9-T</td>
<td>NW 143 Street</td>
<td>FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]</td>
<td>Complete Sidewalk Network</td>
</tr>
<tr>
<td>10-T</td>
<td>NW 6 Street Rail/Trail Extension</td>
<td>FM: NW 16 Avenue TO: NW 39 Avenue</td>
<td>Extend the Rail/Trail North to NW 39 Avenue</td>
</tr>
</tbody>
</table>
Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

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

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

* Blue text indicates recommended revisions to original draft List of Priority Projects presented to the Citizen Advisory Committee and Technical Advisory Committee.
November 8, 2017

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Safety Performance Measures and Targets

STAFF RECOMMENDATION

Set Safety Performance Targets consistent with the Florida Department of Transportation Targets.

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act continues the implementation of the performance measures federal legislation. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to set safety performance measures and targets for fatalities.

Staff has been coordinating with the Florida Department of Transportation. Exhibits include:

1. Federal Highway Administration Safety Performance Measures Fact Sheet;
2. Federal Highway Administration Performance Measures Implementation Requirements;
3. Federal Highway Administration Performance Measures and Target Setting Dates;
4. Florida Department of Transportation Safety Performance Targets excerpt; and

A summary of the statewide targets derived from Exhibit 4 is listed in the matrix below.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Target</th>
<th>Interim Performance Measure</th>
<th>Interim Performance Measure Rate</th>
</tr>
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<tbody>
<tr>
<td>Fatalities</td>
<td>Zero</td>
<td>3,052</td>
<td>1.65 per 100 million vehicle miles travelled</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>Zero</td>
<td>20,861</td>
<td>11.06 per 100 million vehicle miles travelled</td>
</tr>
<tr>
<td>Non-Motorized Fatalities and Serious Injuries</td>
<td>Zero</td>
<td>3,447</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Attachments

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Dedicated to improving the quality of life of the Region's citizens, by coordinating growth management, protecting regional resources, promoting economic development and providing technical services to local governments.
Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?
Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at http://safety.fhwa.dot.gov/hsip/shsp/.

MPOs establish HSIP targets by either:
1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would...

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

If an MPO establishes its own HSIP target, the MPO would...

- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State
- Establish vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets
- Include safety (HSIP) performance measures and HSIP targets in the MTP
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP of the anticipated effect of the TIP targets in the MTP, linking investment priorities in the TIP to those safety targets
Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets? MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets? States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets? While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets.

Assessment of Significant Progress
While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.
## Summary of FHWA Performance Measures Implementation Requirements in Florida

<table>
<thead>
<tr>
<th>Agency</th>
<th>Safety Measures</th>
<th>Freight Plan</th>
<th>Asset Management Plan</th>
<th>Planning Requirements</th>
<th>System Performance Measures</th>
<th>Bridge Measures</th>
<th>Pavement Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>FDOT Due Date (Target, Plan, etc)</td>
<td>Aug 31, 2017</td>
<td>Dec 4, 2017</td>
<td>Apr 30, 2018</td>
<td>May 27, 2018</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
</tr>
<tr>
<td>MPO Due Date (Target)</td>
<td>Feb 27, 2018</td>
<td>N/A</td>
<td>N/A</td>
<td>May 27, 2018</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
</tr>
<tr>
<td>LRTP and S/TIP Due Date for Performance Measures Requirements (2 Years After Effective Date)</td>
<td>Apr 18, 2018</td>
<td>N/A</td>
<td>N/A</td>
<td>May 27, 2018</td>
<td>May 20, 2019</td>
<td>May 20, 2019</td>
<td>May 20, 2019</td>
</tr>
</tbody>
</table>

### LRTP

| Any LRTP Amended By May 26, 2018 | N/A |
| Any LRTP Amended Between May 27, 2018 and May 19, 2019 | X | X | X | X |
| Any LRTP Amended Between May 20, 2019 and the MPO’s next LRTP adoption date 2019/2020/2021/2022 (First LRTPs Due Oct 2019) | X | X | X | X | X | X |
| Any LRTP Adopted 2019/2020/2021/2022 | X | X | X | X | X | X |

### S/TIP

| S/TIP Effective October 1, 2017 | N/A |
| Any S/TIP Amended Between October 1, 2017 and May 26, 2018 | N/A |
| Any S/TIP Amended Between May 27, 2018 and September 30, 2018 | X | X | X | X |
| S/TIP Effective October 1, 2018 | X | X | X | X |
| Any S/TIP Amended Between Oct 1, 2018 and May 19, 2019 | X | X | X | X |
| Any S/TIP Amended Between May 20, 2019 and September 30, 2019 | X | X | X | X |
| S/TIP Effective October 1, 2019 and Beyond | X | X | X | X |

**Legend:**
- Related to Performance Measures (Final Rule: 3/15/16, 1/18/17, 5/19/17)
- Related to Plans the MPO Needs to Integrate per 23 CFR 306(d)(4), which may or may not have Performance Measures (Federal Register Notice: 10/14/16, Final Rule: 10/24/16)
- Related to New Planning Requirements (Final Rule: 3/27/16)

1The 2 year implementation date for the safety PM is Apr 2018. Since the planning rule is not effective until May 2018, that is when the Safety PM is required to be implemented.

26/30/2019: FDOT Submits Asset Management Plan Meeting All Requirements; 11/23/2020: FDOT must prepare an evaluation to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events prior to including any project relating to such facility in the STIP. (23 CFR 667.7(b))

3If targets are set and effective, the S/TIP is expected to meet the associated performance measurement requirements even if the LRTP has not yet been updated.

### Next LRTP Due Dates

| October 2019: Palm Beach (16); Miami-Dade (23) | October 2020: Gainesville (5); Charlotte-Punta Gorda (5); Space Coast (8) | March 2021: Heartland (16) |
| November 2019: Hillsborough (12); North Florida (13) | November 2020: Florida-Alabama (3); Capital Region (16); Ocala-Marion (24) | June 2021: Bay (22) |
| December 2019: Hernando-Citrus (9); Pinellas (10); Broward (11); Pasco (11) | December 2020: St. Lucie (2); METROPLAN (9); Lake Sumter (9); Indian River (9); Polk (10); Collier (11); Martin (14); Sarasota-Manatee (14); Lee (18) | Feb 2022: Okaloosa-Walton (16) |
### Summary of FHWA Performance Measures and Target Setting Dates

<table>
<thead>
<tr>
<th>Agency</th>
<th>Safety Measures</th>
<th>System Performance Measures*</th>
<th>Bridge Measures</th>
<th>Pavement Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>FDOT Due Date (Target)</td>
<td>Aug 31, 2017</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
</tr>
<tr>
<td>MPO Due Date (Target)</td>
<td>Feb 27, 2018</td>
<td>Nov 16, 2018</td>
<td>Nov 16, 2018</td>
<td>Nov 16, 2018</td>
</tr>
</tbody>
</table>

- **# Fatalities**
  - % of person-miles traveled on the Interstate that are Reliable
  - % of person-miles traveled on the non-Interstate NHS that are Reliable

- **Rate of Fatalities Per 100M VMT**
  - The sum of maximum Truck Travel Time Reliability (TTTR) for each reporting segment, divided by the total Interstate System miles

- **# Serious Injuries**
  - Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
  - Percent of Non-Single Occupancy Vehicle (SOV) Travel

- **Rate of Serious Injuries per 100M VMT**
  - Cumulative 2-Year and 4-Year emissions Reduction (kg/day) for CMAQ funded projects of reduced emissions for Nox, VOCs, CO, PM10, PM2.5

*Technical correction on due date forthcoming.*
34. Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities - 0.1

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total fatalities on Florida’s roads is forecast to be between 2,716 and 3,052 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for fatalities is zero in 2018. While the data forecast indicates Florida’s five year rolling average for fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatalities is zero in 2018, Florida has forecast an interim performance measure of 3,052 in order to satisfy the federal requirement.

Number of Serious Injuries - 0.1

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total serious injuries on Florida’s roads is forecast to be between 18,831 and 20,861 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for serious injuries is zero in 2018. The data forecast indicates Florida’s five year rolling average for serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida’s roads. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injuries is zero in 2018, Florida has forecast an interim performance measure of 20,861 in order to satisfy the federal requirement.

Fatality Rate - 0.100

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for fatality rate per 100 million VMT on Florida’s roads is forecast to be between 1.06 and 1.65 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for fatality rate per 100 million VMT is zero in 2018. While the data forecast indicates Florida’s five year rolling average for fatality rate per 100 million VMT could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatality rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 1.65 in order to satisfy the federal requirement.
Serious Injury Rate - 0.100

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for serious injury rate per 100 million VMT on Florida’s roads is forecast to be between 7.57 and 11.06 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for serious injury rate per 100 million VMT is zero in 2018. The data forecast indicates Florida’s five year rolling average for serious injury rate per 100 million VMT could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the serious injury rate per 100 million VMT. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injury rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 11.06 in order to satisfy the federal requirement.

Total Number of Non-Motorized Fatalities and Serious Injuries - 0.1

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for non-motorized fatalities and serious injuries on Florida’s roads is forecast to be between 3,066 and 3,447 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for non-motorized fatalities and serious injuries is zero in 2018. The data forecast indicates Florida’s five year rolling average for non-motorized fatalities and serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in non-motorized fatalities and serious injuries. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for non-motorized fatalities and serious injuries is zero in 2018, Florida has forecast an interim performance measure of 3,447 in order to satisfy the federal requirement.

Enter additional comments here to clarify your response for this question or add supporting information.

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model \((0, 1,1)(2,0,0)(12)\) with VMT. Nine independent variables were tested to assess correlations; only Vehicle Miles of Travel (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2017 and 2018 are based on monthly data from 2005 through 2016 using statistical forecasting methodologies.

[Source: FDOT Highway Safety Plan]
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

Florida's National Highway System
Gainesville - 10/4/2017
November 8, 2017

TO: Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Dr. Kermit Sigmon Citizen Participation Award- 2017

STAFF RECOMMENDATION

Select a recipient for the Dr. Kermit Sigmon Citizen Participation Award for 2017.

BACKGROUND

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

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

<table>
<thead>
<tr>
<th>TAC MEMBER AND ALTERNATE</th>
<th>ORGANIZATION</th>
<th>MEETING DATE 5/17/2017</th>
<th>MEETING DATE 10/11/2017</th>
<th>IN VIOLATION IF ABSENT AT NEXT MEETING?</th>
</tr>
</thead>
<tbody>
<tr>
<td>STEVE LACHNIGHT Alt - Jeff Hays [Chair] Alt - Chris Dawson Alt - Kathleen Pagan</td>
<td>Alachua County Department of Growth Management Office of Planning and Development</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>BRIAN SINGLETON Alt - Thomas Strom Alt - Ramon Gavarrete</td>
<td>Alachua County Public Works Department</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>DEKOVA BATEY</td>
<td>Alachua County/City of Gainesville/MTP Bicycle/Pedestrian Advisory Board</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>ANDREW PERSONS Alt - Dean Minnms Alt - Jason Simmons</td>
<td>City of Gainesville Department of Doing</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>DEBBIE LEISTNER Alt- Phil Mann</td>
<td>City of Gainesville Department of Public Works</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>Krys Ochia Alt- Jesus Gomez</td>
<td>City of Gainesville Regional Transit System</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>AARON CARVER Alt- Suzanne Schiemann Alt- Alan Penksa</td>
<td>Gainesville/Alachua County Regional Airport Authority</td>
<td>–</td>
<td>A</td>
<td>NO</td>
</tr>
<tr>
<td>JAMES GREEN Alt- Karen Taulbee</td>
<td>Florida Department of Transportation</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>JAMES SPEER Alt- David Deas</td>
<td>School Board of Alachua County</td>
<td>A</td>
<td>A</td>
<td>YES</td>
</tr>
<tr>
<td>Linda Dixon [Vice Chair] Alt - Erik Lewis</td>
<td>University of Florida Planning, Design &amp; Construction Division</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>RON FULLER Alt- Scott Fox</td>
<td>University of Florida Transportation &amp; Parking Services</td>
<td>A</td>
<td>P</td>
<td>NO</td>
</tr>
</tbody>
</table>

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

* City of Gainesville Level of Service Subcommittee Member

**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 shall deal with consistent absences and is empowered to recommend corrective action for Metropolitan Transportation Planning Organization consideration.
## ATTENDANCE RECORD

<table>
<thead>
<tr>
<th>NAME</th>
<th>TERM EXPIRES</th>
<th>3/15/2017</th>
<th>5/17/2017</th>
<th>10/11/2017</th>
<th>11/15/2017</th>
<th>Violation If Absent At Next Meeting</th>
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</thead>
<tbody>
<tr>
<td>E J Bolduc</td>
<td>17-Dec</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<tr>
<td>Thomas Bolduc</td>
<td>19-Dec</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<tr>
<td>Rob Brinkman</td>
<td>17-Dec</td>
<td>P</td>
<td>A</td>
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<tr>
<td>Nelle Bullock</td>
<td>19-Dec</td>
<td>P</td>
<td>A</td>
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<tr>
<td>Mary Ann DeMatas</td>
<td>18-Dec</td>
<td>P</td>
<td>P</td>
<td>E</td>
<td>-</td>
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<tr>
<td>Luis Diaz</td>
<td>19-Dec</td>
<td>P</td>
<td>A</td>
<td>E</td>
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<tr>
<td>Jan Frentzen</td>
<td>18-Dec</td>
<td>P</td>
<td>P</td>
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<tr>
<td>Delia Kradolfer</td>
<td>18-Dec</td>
<td>P</td>
<td>P</td>
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<tr>
<td>Gilbert Levy</td>
<td>20-Dec</td>
<td>P</td>
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<td>-</td>
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<tr>
<td>Chandler Otis</td>
<td>18-Dec</td>
<td>A</td>
<td>P</td>
<td>P</td>
<td>-</td>
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<tr>
<td>John Pickett</td>
<td>19-Dec</td>
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<tr>
<td>James Samec</td>
<td>20-Dec</td>
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<tr>
<td>Ruth Steiner</td>
<td>18-Dec</td>
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<td>Paul Thur de Koos</td>
<td>19-Dec</td>
<td>P</td>
<td>P</td>
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<td>-</td>
<td></td>
</tr>
</tbody>
</table>

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

### ATTENDANCE RULE

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

### ADDITIONAL NOTES:

1. On October 30, 1985, staff asked the Citizens Advisory Committee to clarify the procedures staff should use to record attendance at Citizens Advisory Committee meetings. The Citizens Advisory Committee instructed staff to use the following procedures:
   - A. all Citizens Advisory Committee meetings will require mandatory attendance by all members; and
   - B. attendance is recorded at all Citizens Advisory Committee meetings, even if a quorum is not present.

2. Members denoted in **BOLD ITALICs** are at risk for attendance rule violation if the next meeting is missed.
SCHEDULED 2017 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

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

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are usually conducted at the Gainesville Regional Utilities Administration general purpose meeting room;
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

November 6, 2017