

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

5:00 p.m.
Monday
October 5, 2015

MEMBERS PRESENT

Robert Hutchinson, Chair
Ed Braddy
Harvey Budd
Mike Byerly
Craig Carter
Todd Chase
Ken Cornell
Charles Goston
Doug Jones
Jim Knight/Greg Evans
Lee Pinkoson
Helen Warren
Randy Wells

MEMBERS ABSENT

Chuck Chestnut
Curtis Reynolds

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons
Marlie Sanderson
Michael Escalante
Lynn Franson-Godfrey

CALL TO ORDER

Chair Robert Hutchinson called the meeting to order at 5:05 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, announced his retirement in January 2016.

Chair Hutchinson thanked him for his service.

Mr. Sanderson discussed a MTPO Meeting Packet Addendum of time-sensitive materials, including an October 2, 2015 letter from MV Transportation to the Florida Commission for the Transportation Disadvantaged (see Exhibit 1); a City of Archer resolution supporting the Archer Road four-laning project and the newly released draft Florida Department of Transportation (FDOT) Tentative Work Program. He suggested deferring CA.5 Transportation Disadvantaged Program- Coordinating Board Appointment to the December 14, 2015 MTPO meeting and adding an item for the FDOT Tentative Work Program.

MOTION: Commissioner Carter moved to approve the Consent Agenda and Meeting Agenda amended to add item III.B FDOT Tentative Work Program after item III. Adoption of the Year 2040 Cost Feasible Plan. Mayor Braddy seconded.

Commissioner Craig Carter, Alachua County Transportation Disadvantaged Coordinating Board Chair, discussed his concerns regarding the challenge to the Private Transit Industry Representative appointment.

SUBSTITUTE MOTION:

Commissioner Cornell moved to approve the Consent Agenda and Meeting Agenda amended to:

- 1. add item III.B FDOT Tentative Work Program after item III. Adoption of the Year 2040 Cost Feasible Plan; and**
- 2. place partial item CA.5 Transportation Disadvantaged Program- Coordinating Board Appointment of the Private Transit Industry Representative item after item III.B FDOT Tentative Work Program.**

Commissioner Carter seconded; motion passed unanimously.

II. DRAFT YEAR 2040 COST FEASIBLE PLAN PUBLIC HEARING

A. WELCOME AND OPENING REMARKS

Chair Hutchinson opened the public hearing and welcomed everyone. He discussed the format of the public hearing. He noted that Congressman Ted Yoho was present to comment on the Cost Feasible Plan and needed to leave early. He invited the Congressman to speak at this time.

Congressman Yoho discussed his support for the SW 62nd Boulevard projects. He noted the public-private partnership aspects of the projects and the breadth of support for having a high priority for these projects.

B. DRAFT YEAR 2040 COST FEASIBLE PLAN PRESENTATION

Mr. Sanderson reviewed the plan process and summarized the MTPO Advisory Committees and staff recommendations (Exhibit 2) and answered questions. He noted there was an attempt to split the Surface Transportation Program funding in half between Alachua County and the City of Gainesville. He and Mr. Wiatt Bowers, Atkins Project Manager, presented an overview of the Year 2040 Long Range Transportation Plan update, reviewed the draft Cost Feasible Plan and answered questions. Mr. Bowers discussed the Year 2040 Needs Plan scoring.

Ms. Debbie Leistner, Gainesville Transportation Planning Manager, discussed the City's pedestrian safety program.

A member asked if there was a response to the MTPO query regarding the use of State Highway System funds on the SW 62nd Boulevard corridor project.

Mr. Sanderson discussed the FDOT response letter regarding the use of State Highway System funds on the SW 62nd Boulevard corridor project.

Mr. Bowers continued his presentation. He also reviewed the workshop activities and online survey results and answered questions.

Ms. Leistner and Ms. Teresa Scott, Gainesville Public Works Director, discussed the previous SW 62nd Boulevard Project, Development and Environment Study and the ongoing SW 62nd Boulevard Project, Development and Environment Study update and answered questions.

Representing Butler Enterprises, Mr. Gerry Dedenbach, Causseaux, Hewett and Walpole Vice President, discussed the transportation mitigation activities for the Butler Plaza redevelopment as they related to the SW 62nd Boulevard Project.

MOTION: Commissioner Pinkoson moved to:

- 1. approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the NW 34th Street projects and the SW 62nd Boulevard projects designed and constructed as Complete Streets and revised to reallocate the Alachua County resurfacing project funded at \$10.475 million and the City of Gainesville resurfacing project funded at \$1.375 million;**
- 2. authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using “year of expenditure dollars” in the adopted plan;**
- 3. include in the adopted plan:**
 - a. a project to maintain the current transit service using the \$52.7 million transit fund forecast;**
 - b. the Strategic Intermodal System information;**
 - c. the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
 - d. as an appendix, the Florida’s Future Corridor Program information; and**
- 4. request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits.**

Commissioner Carter seconded.

A member spoke against the NW 34th Street and SW 62nd Boulevard corridor projects and supported funding resurfacing projects.

A member suggested reversing State Highway System Priorities 3 and 4.

A member suggested rearranging State Highway System Priorities 4 to 6 and 6 to 5; keeping the SW 62nd Boulevard project as Priority 1 for Surface Transportation Program funds; and to fully fund the University Avenue Multimodal Project with State Highway System funds.

FRIENDLY AMENDMENTS:

Commissioners Byerly and Budd asked that Priorities 4 & 6 be reversed. Commissioners Pinkoson and Carter accepted the amendment.

Commissioner Wells asked that protected bikelanes be included in the SW 62nd Boulevard and NW 34th Street projects. Commissioners Pinkoson and Carter accepted the amendment.

Ms. Scott stated that the City wanted to get the SW 62nd Boulevard project “shovel ready” to justify the \$9 million allocation. She said to be “shovel ready,” the project needs design and right-of-way.

Mr. Jim Knight, FDOT Urban Planning and Modal Administrator, noted that the SW 62nd Boulevard corridor projects could also be funded with Transportation Regional Incentive Program and/or County Incentive Grant Program state funds.

A member discussed fully funding the University Avenue Multimodal Emphasis Corridor project with State Highway System funds.

Mayor Doug Jones, MTPO Rural Advisor, spoke in support of the NW 34th Street capacity projects and the Archer Road four-laning project.

ORIGINAL MOTION AS AMENDED:

Commissioner Pinkoson moved to:

- 1. approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the following revisions:**
 - a. make the NW 34th Street four-laning project from NW 39th Avenue to US 441 as State Highway System Priority 4;**
 - b. make the NW 34th Street four-laning project from W. University Avenue to NW 16th Avenue as State Highway System Priority 6;**
 - c. revise the project description for the NW 34th Street projects and the SW 62nd Boulevard projects to read “designed and constructed as a Complete Street with protected bikelanes”; and**
 - d. revise the Alachua County resurfacing projects to \$10.475 million and the City of Gainesville resurfacing projects to \$1.375 million;**
- 2. authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using “year of expenditure dollars” in the adopted plan;**
- 3. include in the adopted plan:**
 - a. a project to maintain the current transit service using the \$52.7 million transit fund forecast;**
 - b. the Strategic Intermodal System information;**
 - c. the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
 - d. as an appendix, the Florida’s Future Corridor Program information; and**
- 4. request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits.**

Commissioner Carter seconded.

SUBSTITUTE MOTION:

Commissioner Cornell moved to:

- 1. approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the following revisions:**
 - a. make the University Avenue Multimodal Emphasis Corridor project with \$6.0 million as State Highway System funds Priority 2;**
 - b. make the NW 34th Street four-laning project from NW 39th Avenue to US 441 as State Highway System Priority 4;**
 - c. make the NW 34th Street four-laning project from W. University Avenue to NW 16th Avenue with \$5.66 million funds as State Highway System Priority 6;**
 - d. revise the project description for the NW 34th Street projects and the SW 62nd Boulevard projects to read “designed and constructed as a Complete Street with protected bikelanes;”**
 - e. reallocate 50 percent of the Surface Transportation Program funding (\$10.55 million) to Alachua County resurfacing projects and \$1.3 million of the funding to City of Gainesville resurfacing projects; and**
 - f. make a Bicycle/Pedestrian “Boxed Fund” project with 50 percent of funds allocated to City of Gainesville projects and 50 percent of funds allocated to Alachua County projects for the Transportation Alternatives Program funds.**
- 2. authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using “year of expenditure dollars” in the adopted plan;**
- 3. include in the adopted plan:**
 - a. a project to maintain the current transit service using the \$52.7 million transit fund forecast;**
 - b. the Strategic Intermodal System information;**
 - c. the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
 - d. as an appendix, the Florida’s Future Corridor Program information; and**
- 4. request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits.**

Commissioner Byerly seconded.

C. PUBLIC COMMENTS AND QUESTIONS

Chair Hutchinson asked for citizen comments and reviewed the substitute motion.

In addition to Congressman Yoho’s comments, the following persons spoke at the public hearing:

- Representing Butler Enterprises, Mr. Dedenbach spoke in support of the SW 62nd Boulevard corridor projects for its connectivity, economic development, mobility and safety.

- Mr. Sal Locascio spoke in support of the NW 34 Street four-laning projects and four-laning W. University Avenue from W. 34 Street to Gale Lemerand Drive by removing the bikelanes.
- Ms. Susan Bottcher spoke against the NW 34 Street four-laning projects.
- Mr. Ewen Thomson spoke in support of the Bicycle/Pedestrian box fund projects and connectivity.
- Representing the Gainesville Area Chamber of Commerce Public Policy Committee, Mr. Brian Harrington spoke in support of the SW 62nd Boulevard corridor projects.
- Ms. Allyson Gill spoke in support of multimodal options.
- Ms. Kristen Young suggested reducing the funding for the SW 62nd Boulevard corridor projects, increase funding for resurfacing programs and add funding for transit.
- Mr. Bob Karp spoke in support of safe multimodal projects and asked that there be an allowance for buffered bikelanes.
- Representing the Gainesville-Alachua County Board of Realtors, Ms. Heather Swanson spoke in support of the NW 34th Street Project and the SW 62nd Boulevard corridor projects.
- Representing the Business Community Coalition, Mr. Kamal Latham spoke in support of the SW 62nd Boulevard corridor projects and for multimodal travel infrastructure.

Correspondence regarding the SW 62nd Boulevard corridor projects includes:

- Exhibit 3- Letter from Congresswoman Corrine Brown to the MTPO;
- Exhibit 4- Letter from Congressman Ted Yoho to the Gainesville Sun;
- Exhibit 5- Letter from North Florida Regional Healthcare to the MTPO;
- Exhibit 6- Letter from Gainesville Area Chamber of Commerce to the MTPO;
- Exhibit 7- Letter from Gainesville-Alachua County Association of Realtors to the MTPO;
- Exhibit 8- Letter from Gainesville Commissioner Craig Carter to the MTPO;
- Exhibit 9- Letter from the University of Florida Health to the MTPO;
- Exhibit 10- Letter from Gerry Dedenbach to the MTPO;
- Exhibit 11 Correspondence from the Business Community Coalition to the MTPO; and
- Exhibit 12 Letters between the Florida Department of Transportation and the MTPO.

Correspondence regarding the Archer Road Four-Laning Project includes:

- Exhibit 13 Letter from the Archer Chamber of Commerce;
- Exhibit 14 Email from Everson Kasicki;
- Exhibit 15 Email from Roberta Lopez; and
- Exhibit 16 Resolution from the City of Archer.

Exhibit 17 includes materials presented by Ms. Bottcher regarding the NW 34th Street projects. Exhibit 18 includes materials presented by Mr. Thomson regarding bicycle facility connectivity.

D. CLOSE PUBLIC HEARING

After asking if there were any additional citizens comments, Chair Hutchinson closed the public hearing.

III. ADOPTION OF THE YEAR 2040 COST FEASIBLE PLAN

Mr. Bowers continued discussion of the draft Cost Feasible Plan and answered questions.

Commissioner Pinkoson requested to split the motion to vote on the Surface Transportation Program projects portion of the Cost Feasible Plan separately.

Mr. Bowers continued discussion of the draft Cost Feasible Plan and answered questions.

Several members suggested changing the description for the NW 34th Street projects from widening to four lanes to capacity enhancements.

Mayor Jones supported increased funding for the Archer Road four-laning project if there were concerns for widening NW 34th Street to four lanes.

A member suggested funding the SW 23rd Terrace extension.

FRIENDLY AMENDMENT:

Commissioner Wells asked that the NW 34th Street projects be consolidated into one project and replace “widen to four lanes” with “safety and capacity enhancements.”

Commissioner Carter called the question for the Surface Transportation Program projects. Question call passed unanimously.

SPLIT SUBSTITUTE MOTION- PART ONE:

Commissioner Cornell moved to include in the Year 2040 Cost Feasible Plan as the Surface Transportation Program projects with a revision to reallocate 50 percent of the funding (\$10.55 million) to Alachua County resurfacing projects and \$1.3 million of the funding to City of Gainesville resurfacing projects:

Priority	Project	Description	Estimated Cost (In Millions)
Surface Transportation Program \$21.1 Million Available			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street- \$27 million project (not fully funded)	\$9.0 (Partially-Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street- \$18.2 million project funded for design only	\$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	\$10.55
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.3

Commissioner Byerly seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed 10 to 1, with Commissioner Byerly in dissent.

A member suggested extending the NW 34th Street project to SW 2nd Avenue.

Mr. Knight noted that a 20 percent or greater funding change to the Cost Feasible Plan would require a plan amendment. He reported that a FDOT planning study for adding turnlanes to NW 34th Street would use much of the existing right-of-way and widening to four lanes would involve right-of-way acquisition.

Mr. Bowers continued discussion of the draft Cost Feasible Plan and answered questions.

A member suggested that the NW 34th Street projects be consolidated into one project from SW 2nd Avenue to US 441, replace “widen to four lanes” with “safety and capacity enhancements” and make the Archer Road four-laning project Priority 5.

FRIENDLY AMENDMENT:

Commissioner Cornell amended the substitute motion to have the NW 34th Street projects be consolidated into one project from SW 2nd Avenue to US 441, replace “widen to four lanes” with “safety and capacity enhancements” and make the Archer Road four-laning project State Highway System Priority 5.

Mayor Braddy called the question for the State Highway System and Transportation Alternatives Program projects. Question call passed 10 to 1 with Commissioner Byerly in dissent.

AMENDED SPLIT SUBSTITUTE MOTION- PART TWO:

Commissioner Cornell amended the substitute motion to:

- 1. include in the Year 2040 Cost Feasible Plan as the State Highway System projects and Transportation Alternatives Program projects with the following revisions:**
 - a. make the University Avenue Multimodal Emphasis Corridor project with \$6.0 million as State Highway System Priority 2;**
 - b. consolidate the NW 34 Street projects into one project from SW 2nd Avenue to US 441 with \$33.56 million as State Highway System Priority 4 and described as Safety and Capacity Enhancements;**
 - c. make the Archer Road four-laning project State Highway System Priority 5; and**
 - d. make a Bicycle/Pedestrian “Boxed Fund” project with 50 percent of funds allocated to City of Gainesville projects and 50 percent of funds allocated to Alachua County projects for the Transportation Alternatives Program funds;**

Priority	Project	Description	Estimated Cost (In Millions)
State Highway System \$57.3 Million Available			
1	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	\$2.1
2	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	\$6.0
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	\$2.94
4	State Road 121 (West 34th Street)	Safety and Capacity Enhancement from SW 2nd Avenue to US 441 designed and constructed as “Complete Streets”	\$33.56
5	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	\$12.7 (Partially Funded)
Transportation Alternatives Program \$4.94 Million Available			
1	Bicycle/Pedestrian Program	Miscellaneous “boxed funds” for bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$4.94

2. **approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the NW 34th Street projects and the SW 62nd Boulevard projects designed and constructed as Complete Streets with protected bikelanes;**
3. **authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using “year of expenditure dollars” in the adopted plan;**
4. **include in the adopted plan:**
 - a. **a project to maintain the current transit service using the \$52.7 million transit fund forecast;**
 - b. **the Strategic Intermodal System information;**
 - c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
 - d. **as an appendix, the Florida’s Future Corridor Program information; and**
5. **request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State.**

Commissioner Byerly seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed 10 to 1, with Commissioner Byerly in dissent.

Exhibit 19 is a signed copy of Resolution 2015-02. Exhibit 20 is the adopted Year 2040 Cost Feasible Plan- State Highway System funds project priorities, Surface Transportation Program funds project priorities and Transportation Alternatives Program funds project priority, Strategic Intermodal System funds project priority, Transit funds project priority and list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County. Exhibit 21 is the adopted Year 2040 Cost Feasible Plan- Florida’s Future Corridor Program information.

III.B. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM

Mr. Sanderson stated that the MTPO received the draft FDOT Tentative Work Program on Friday, October 2, 2015. He said that the deadline for comments to the FDOT is November 17, 2015, which is before the next MTPO meeting. He discussed the Tentative Work Program and answered questions. He added that there were three noteworthy projects included in the Tentative Work Program, including:

- a State Road 26 (Newberry Road) Sidewalk Project to address Americans with Disabilities Act issues;
- a State Road 26 (Newberry Road) Turnlanes Project; and
- the NW 19th Lane Bicycle Facility Project.

MOTION: Commissioner Budd moved authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary thanking him for the opportunity to review the Tentative Work Program. Commissioner Pinkoson seconded, motion passed unanimously.

CA.5 TRANSPORTATION DISADVANTAGED PROGRAM- COORDINATING BOARD
APPOINTMENT- PRIVATE TRANSIT INDUSTRY REPRESENTATIVE- PART TWO

Mr. Sanderson stated that the Alachua County Transportation Disadvantaged Coordinating Board Private Transit Industry Representative vacancy was moved to the regular agenda. He discussed the October 2, 2015 letter from MV Transportation to the Florida Commission for the Transportation Disadvantaged and the October 1, 2015 letter from the Center for Independent Living (Exhibit 22). He and Ms. Lynn Godfrey, MTPO Senior Planner, discussed the vacancy and answered questions.

MOTION: Commissioner Chase moved to appoint Ms. Lisa Hogan as the voting Private Transit Industry Representative on the Alachua County Transportation Disadvantaged Coordinating Board. Commissioner Carter seconded.

Mr. Scott Koons, North Central Florida Regional Planning Council Executive Director, discussed the conflict-of-interest issue in the letter from MV Transportation to the Florida Commission for the Transportation Disadvantaged and answered questions.

Ms. Michelle Lieberman, MTPO Attorney, discussed the conflict-of-interest issue and answered questions. She offered to investigate Florida Commission for the Transportation Disadvantaged and Ethics Commission rules regarding conflict-of-interest for the Private Transit Industry Representative position.

SUBSTITUTE MOTION:

Commissioner Cornell moved to defer the appointment of the voting Private Transit Industry Representative on the Alachua County Transportation Disadvantaged Coordinating Board to the December 14, 2015 MTPO meeting. Commissioner Byerly seconded; motion withdrawn.

ORIGINAL MOTION RESTATED:

Commissioner Chase moved to appoint Ms. Lisa Hogan as the voting Private Transit Industry Representative on the Alachua County Transportation Disadvantaged Coordinating Board. Commissioner Carter seconded; motion passed unanimously.

IV. NEXT MTPO MEETING

Mr. Sanderson announced that the next MTPO meeting is scheduled for December 14, 2015 at 3:00 p.m.

V. COMMENTS

A. MTPO MEMBERS

Several members of the MTPO discussed the successful accomplishment of the adoption of the Year 2040 Cost Feasible Plan.

A member of the MTPO noted that the Alachua County Commission would be revisiting the NW 16th Avenue Resurfacing Project cross-section. He noted concerns with the sharrows. He said that the roadway may be restriped for paved shoulders.

Mayor Jones commended the MTPO for prioritizing the SW 62nd Boulevard projects.

B. CITIZENS

Mr. Latham congratulated the MTPO for its adoption of the Year 2040 Cost Feasible Plan. He noted that the Gainesville/Alachua County Chamber of Commerce would be sending a delegation to Washington, D.C. at the end of the month. He invited MTPO members to participate in the trip.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 9:40 p.m.

1/5/16
Date

Chuck & Chestnut
Chuck Chestnut, IV

EXHIBIT A

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
Wiatt Bowers	Jeff Hays	Russ Blackburn	Jim Green
Susan Bottcher [#]	Michelle Lieberman	Debbie Leistner	
Les Brown	Mark Sexton	Teresa Scott	
Adam Carr			
Gerry Dedenbach [#]			
David Flagg			
Sydney Folsom			
Allyson Gill			
Brian Harrington			
Bob Karp			
Kamal Latham [#]			
Sal Locascio			
Wiley Page			
Lee Roberts			
Ellis Seligman			
Heather Swanson [#]			
Ewen Thomson [#]			
Kristen Young			
Ted Yoho [#]			

* By telephone

[#] Spoke and provided written comments

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

**Jack Durrance Auditorium
Alachua County Administration Building, Gainesville Florida**

**Monday, 5:00 p.m.
October 5, 2015**

STAFF RECOMMENDATION

Page #7 CA. 1 Minutes- August 3, 2015 APPROVE MINUTES

This set of MTPO minutes is ready for review.

**Page #41 CA. 2 Engagement Letter for Fiscal Year 2014-15 Audit APPROVE STAFF
RECOMMENDATION**

The audit this year will be prepared by Powell and Jones, Certified Public Accountants.

**Page #49 CA. 3 Proposed Amended Budget for Fiscal Year 2014-15 APPROVE STAFF
RECOMMENDATION**

This budget will allow staff to monitor MTPO expenditures and make appropriate adjustments as needed.

**Page #53 CA. 4 Transportation Alternatives Program- 2015 Application APPROVE STAFF
RECOMMENDATION**

The MTPO needs to approve the submission of the Transportation Alternatives Program application for this year by the December 4, 2015 deadline.

**Page #67 CA. 5 Transportation Disadvantaged Program-
Coordinating Board Appointments-Part One APPROVE STAFF
RECOMMENDATION**

There are two applications for two vacant positions on the Coordinating Board.

The Private Transit Industry Representative vacancy was placed on the regular agenda.

Page #91 CA. 7 Florida Department of Transportation (FDOT) NO ACTION REQUIRED
District 2 Public Meeting- Tentative Work Program

Page #93 CA. 8 Florida Department of Transportation (FDOT) NO ACTION REQUIRED
Interstate 75 & NW 39th Avenue Improvements Open House

Page #95 CA. 9 Florida Department of Transportation (FDOT) NO ACTION REQUIRED
Open (Active) Streets Program

14



October 1, 2015

Steven Holmes, Executive Director
Florida Commission for the Transportation Disadvantaged (CTD)
605 Suwannee Street, MS-49, Tallahassee, Florida 32399

Dear Mr. Holmes:

This letter is written requesting clarification concerning the proposed appointment of an individual to the Alachua County Local Coordinating Board (LCB) for the position of Private Transportation Industry representative.

As you are aware, MV Transportation has been the Community Transportation Coordinator (CTC) for Alachua County since 2003, contracted by Memorandum of Agreement (MOA) with the State of Florida Commission for the Transportation Disadvantaged (CTD). We are presently in the third year of our five year agreement, having been selected three consecutive times for this five year designation through a competitive procurement process. We are a for profit company, and as such rely on governmental entities such as the City of Gainesville, Alachua County and the Central Florida Regional Planning Council (CFRPC) to apply for some of the grants that fund the system on our behalf. Over the years of our tenure we have enjoyed a very positive and productive relationship with the Local Coordinating Board (LCB), which is charged with oversight of the coordinated system at the local level. In addition to agencies that purchase service through the system, it is also comprised of advocates and citizens that use the service. We are concerned that this cooperative and productive relationship would be compromised with the proposed appointment of an individual that has a clear conflict of interest and a personal agenda.

As CTC we are charged by State Statute (Chapter 427) with coordinating transportation for several funding streams, including Transportation Disadvantaged, Elder Affairs, Alachua County, the City of Gainesville, and until February 28, 2015, Medicaid, which was administered through a separate contract with the CTD, and represented approximately 30-35% of the total revenue for the system.

In 2013, the Florida Legislature passed legislation mandating that all Medicaid recipients (with few exceptions) be enrolled with a Managed Care Organization (MCO). The legislation also included a provision that the MCOs would be responsible for transportation. The MCOs subsequently contracted with Transportation Brokers to arrange and manage their transportation needs. In 2014 and early 2015, this transition was completed, and as CTC we contracted with these Brokers to continue serving Medicaid recipients. However, outside private companies have entered the area and are contracting with these brokers as well. It is important to note that these operators are not held to the same operational, driver background, drug and alcohol testing and safety standards as our system is through FDOT and the CTD.

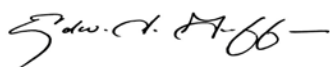
An important point to understand is that with complete elimination of Medicaid revenue, the costs for trips for remaining funding sources, including Transportation Disadvantaged and the City of Gainesville, would have risen significantly because of the loss of economies of scale through multiloading of passengers. While we have recovered some of the Medicaid work through Broker contracts, the current system revenue realized from Medicaid is now 15-20%. Rates for the remaining funding sources have increased, but not significantly due to our efforts to recover the work through contracts with Brokers. The loss of this revenue is a direct result of private operators coming into the area and competing for work that had historically been coordinated through the Alachua County system.

The individual applying for the position of Private Transportation Industry representative is from one of the companies that is providing "Medicaid MCO Broker" transportation. Every trip that they provide outside of the coordinated system increases costs for the remaining funding agencies, and therefore represents a clear detriment and conflict of interest to the coordinated system. The LCB is an advisory and approval board comprised of stakeholders in the system that provides guidance and also approves our rates for Transportation Disadvantaged, grant applications for funding and capital, Annual Operating Reports, and policy and service changes. Having a competitor making decisions that affect our system is clearly an attempt to gain advantage not only in the current marketplace but in upcoming procurements for Community Transportation Coordinator (CTC) and other contracts that are coordinated in our system. With this said we ask the following questions in reference to this appointment and as the oversight entity of both the CTC and LCB ask for your ruling on this issue.

1. Is it imperative that the position of Private Transportation Industry representative on the Local Coordinating Board (LCB) be filled? Since it is clearly demonstrated that the only applicant in this case has a demonstrated conflict of interest, can the position remain unfilled until a qualified applicant without a conflict of interest is identified?
2. Has there been any consideration of eliminating this position as a requirement since it provides no real value to the LCB? In the example of Alachua County, a private transportation industry representative is actually serving as the CTC and has provided invaluable insight from that perspective.
3. In the case of Alachua County, is it possible that the CTC, since they qualify for the position of Private Transportation Industry representative, could be appointed? If the answer is no, because there would be a conflict of interest, is that any different than having a "competitor" appointed?
4. Is it within the authority of the Designated Official Planning Agency (DOPA) to reject an applicant because of a clear and demonstrated conflict of interest?

We are requesting a conference call with you and your staff and DOPA staff to address this issue. Thank you for your consideration.

Respectfully,



Edward I. Griffin
General Manager
MV Transportation, Alachua County



Exhibit 2 - B/PAB-CAC-TAC-Staff Year 2040 Cost Feasible Plan Recommendation

Priority	Project	Description	Estimated Cost (In Millions)
State Highway System \$57.3 Million Available			
1	US 441 (W. 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	\$2.1
2	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road- \$6 million project	\$1.06 (Partially Funded)
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	\$2.94
4	State Road 121 (NW 34th Street)	Widen to four lanes from University Avenue to NW 16th Avenue	\$10.6
5	State Road 121 (NW 34th Street)	Widen to four lanes from NW 16th Avenue to NW 39th Avenue	\$11.3
6	State Road 121 (NW 34th Street)	Widen to four lanes from NW 39th Avenue to US 441	\$16.6
7	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	\$12.7 (Partially Funded)
Surface Transportation Program \$21.1 Million Available			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue- \$27 million project (not fully funded)	\$9.0 (Partially-Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road (design only)	\$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Commission	\$10.25
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.6
Transportation Alternatives Program \$4.94 Million Available			
1	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road- \$6 million project	\$4.94 (Partially Funded)

Notes Green shaded projects are anticipated to receive funding allocated for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020.

Yellow shaded projects are anticipated to be allocated partial funding for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020.

COMMITTEES:

VETERANS' AFFAIRS
RANKING MEMBER

TRANSPORTATION & INFRASTRUCTURE
Ranking Member, Transportation & Infrastructure
Committee, U.S. House of Representatives
Member, U.S. House of Representatives

MEMBERSHIPS:

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CONGRESSMAN HENRY R. CLAY
CONGRESSMAN DUSTY GIBBS
CONGRESSMAN DUSTY GIBBS
CONGRESSMAN DUSTY GIBBS
CONGRESSMAN DUSTY GIBBS

Congress of the United States
House of Representatives
Washington, DC 20515

CORRINE BROWN
5th DISTRICT, FLORIDA

July 22, 2015

REPLY TO:

WASHINGTON OFFICE:

2111 BENTLEY HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-0123
FAX (202) 225-0229

DISTRICT OFFICES:

181 EAST UNDERSTREET
SUITE 200
JACKSONVILLE, FLORIDA 32202
(904) 294-1652
FAX (904) 294-1721

111 NORTH DARE AND AVE.
SUITE 211
ORLANDO, FLORIDA 32807
(407) 972-2200
FAX (407) 972-5002

807 WESTVILLE AVENUE
ORLANDO, FLORIDA 32817
(407) 376-6100

The Honorable Robert "Hutch" Hutchinson
Chairman
Metropolitan Transportation Planning Organization
2009 NW 67th Place, Suite A
Gainesville, FL 32653-1603

Dear Chairman and Board Members:

I am writing to express my strongest support for prioritizing completion of SW 62nd Boulevard. This project will provide improved access to vital employment and commercial centers, improve safety, help mitigate congestion, and enhance economic development initiatives for the entire region.

I have worked hard to bring important transportation projects to the City of Gainesville and Alachua County, and have been a longtime advocate for the 62nd Boulevard link. Working with Senator Nelson and local stakeholders, I secured direct federal funding for planning and construction and worked with the Florida Department of Transportation to complete Engineering and Design for the project.

Completion of this critical artery will improve congestion on Interstate 75, SW 34th Street, SW 20th Avenue, and other local streets. This connection will also provide an enhanced driving experience for local residents as well as additional and improved route options for first responders. Moreover, it provides additional multi-modal transportation options and creates the first Transit Transfer Station and Park & Ride Lot for the community.

Completion of 62nd Boulevard will not only improve the regional transportation system and access to destinations of regional importance, but will bring much needed planning, engineering, and construction jobs to the region. For all these reason, I encourage the Gainesville Metropolitan Transportation Planning Organization to make this project its top priority.

Thank you for considering my views on this matter. The state, county, and city have been very proactive in developing a local transportation system that meets the needs of the community, and have worked together for many years in developing the 62nd Boulevard project. I pledge to continue to work with the state, county, and city to ensure that they receive all the federal funding necessary to complete this important project.

Sincerely,



Corrine Brown
Member of Congress

CC: MPTO Board Members



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Ted Yoho: Road expansion has many benefits

By Ted Yoho

Special to The Sun

Published: Monday, July 27, 2015 at 6:01 a.m.

To those outside the city limits, Gainesville is known as the college town in the Southeast. To others it is the quaint capital of the Gator Nation. To those of us who reside within this burgeoning city, our everyday lives are colored in orange and blue and we are proud to support our incredible crown jewel — the University of Florida.

UF has been nearing premier excellence as a top research university in the nation for years. This ambitious goal has been supported by the community at large and continually fueled by our competitive and innovative edge. I couldn't be more proud to represent the Gator Nation in Washington, D.C., and I want to ensure that drive for excellence continues.

That means getting Gainesville ready to meet not just today's challenges, but the challenges of tomorrow. It starts with basic infrastructure. Anyone who has driven down Tower Road, or sat in afternoon traffic on 34th Street, knows that one of the shortcomings of Gainesville and Alachua County is our roads. This has been a chronic problem that has gone unaddressed for too long. It's time we took action for our community.

Recently, a solution to alleviate congestion and ease public access across Gainesville has come forward. This plan expands Southwest 62nd Boulevard and connects the broken and dead-ended roads between Archer and Newberry roads. This area behind the Oaks Mall is an underutilized region that has the potential to help steer traffic off of Interstate 75, 34th Street, Newberry Road and many more of our more popular routes.

In addition to traffic alleviation, completion of this expansion will help solve our public safety issue. Our first responders and law enforcement are facing logistical challenges that contribute to slower response times that make our communities less safe. Slow response times and traffic benefit no one.

Finally, we have the opportunity to create construction jobs in the immediate future that will eventually lead to hundreds of permanent jobs. This is one area where President Barack Obama and I agree — we are in desperate need of shovel ready jobs. This is one.

Completing the expansion of Southwest 62nd will first and foremost benefit our citizens and improve public safety for pedestrians, drivers, law enforcement and our first responders. This opportunity will not only increase public safety while contributing to economic development but will help Gainesville as a whole support the university's growth and our city's future.

U.S. Rep. Ted Yoho is a Gainesville Republican.

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July 22, 2015

Commissioner Robert "Hutch" Hutchison
Chair of the Metropolitan Transportation Planning Organization
12 Southeast 1st Street
Gainesville, Florida 32601

Subject: SW 62nd Boulevard Connector

Dear Commissioner Hutchinson:

North Florida Regional Healthcare supports the City of Gainesville's SW 62nd Boulevard Connector project. This needed and impressive project has been developed through partnerships between public and private interests.

The SW 62nd Boulevard Connector project will support North Florida Regional Healthcare's goal of improving access to state-of-the-art healthcare services for local residents as well as those in our surrounding communities and throughout the state by expanding the roadway network and alleviating congestion on the transportation system. This project will enhance transportation route and mode choice, reduce travel times and facilitate mobility, service delivery and emergency response while also providing expanded transportation choices to employees and the general public.

North Florida Regional Healthcare respectfully requests your favorable consideration of the SW 62nd Boulevard Connector project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'B. Cook'.

Brian T. Cook
President/Chief Executive Officer



Position Statement

Gainesville Metropolitan Area Year 2040

Long Range Transportation Cost Feasible Plan

Vision: "Be the Global Hub of Talent, Innovation and Opportunity"

A safe, efficient, and convenient multi-modal transportation infrastructure facilitates regional economic development and enhances the local community.

The roadway network is the backbone of our regional transportation infrastructure, facilitating the flow of people, services, and goods, through a variety of modes, including a robust regional bus service. Having facilities for cycling and walking are also important to the community's health and overall quality of life.

As such, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area should adopt a Year 2040 Long Range Transportation Cost Feasible Plan that includes the appropriate mix of roadway, transit and bicycle/pedestrian projects.

Specifically, the MTPO should designate SW 62nd Boulevard Segment B and Segment C as the top priority projects in the Cost Feasible Plan.*

- Segment B: Four-lane extension from Butler Plaza to SW 20th Avenue
- Segment C: Widen to four lanes from SW 20th Avenue to Newberry Road

These projects have long been part of the City's long range plan and their construction would improve safety, encourage economic development and would serve to improve response times for first responders within the Gainesville urbanized area.

In addition, MTPO should prioritize roadway, transit and bicycle/pedestrian projects that better connect the workforce to the workplace, consumers to commercial centers, and tourists to places of destination.

*Segment A is private development funded.



Gainesville-Alachua County Association of REALTORS®, Inc.

1750 NW 80th Boulevard * Gainesville, Florida 32606

Telephone: (352) 332-8850 * Fax: (352) 331-7911

E-mail: info@gacar.com * Website: www.GACAR.com

Position Statement

Gainesville Metropolitan Area Year 2040 Long Range Transportation Cost Feasible Plan

Gainesville-Alachua County Association of REALTORS (GACAR) supports a transportation plan that addresses the needs of all of the citizens of Alachua County. This Transportation Plan would improve upon and expand Public Transit in those areas where the needs are the greatest and where the strategic return on investment is most evident. The Transportation Plan should also require the implementation of a pavement management system that addresses the needs of all of the citizens of Alachua County and its municipalities.

As such, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area should adopt a Year 2040 Long Range Transportation Cost Feasible Plan that addresses the most pressing needs while having the highest return on the investment. While the RTS systems continue to be improved the backlog of roadway repairs continues to grow. In 2014, Gainesville ranks no. 37 on Bicycling magazine's list of The Top 50 Bike-Friendly Cities, no. 12 on Bloomberg's list of Top 25 Bike-to-Work Cities, and no. 14 on FiveThirtyEight.com's list of top public transit cities. These awards in conjunction with a backlog of roadway repairs greater than \$400 million dollars signifies that the roads are in the greatest need of funding in our community.

The MTPO should designate all available funds for the Cost Feasible Plan to improving roadways. The \$57 million designated for State Highway Systems should be dedicated to the 34th Street projects first and then the Archer Road project. The \$21 million available for flexible projects should be designated for roadway repairs only. Specifically, the SW 62nd Boulevard Segment B and Segment C. These should be the top priority projects in the Cost Feasible Plan.

The estimated project times, available funding, and the current process that revisits the long range transportation plan every five years makes these projects a priority that meets the long term plan and immediate needs of our community. These projects have long been part of the City's long range plan and their construction would improve safety, encourage economic development and would serve to improve response times for first responders within the Gainesville urbanized area.

REALTORS live and work on these roads every day. Our profession relies on safe and efficient roadways.

**CITY OF GAINESVILLE***Office of the City Commission*

July 27, 2015

Marlie Sanderson
Director of Transportation Planning
North Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

Dear Mr. Sanderson,

In order to better serve the citizens of the City of Gainesville, I respectfully request that the MTPO designate SW 62nd Boulevard Segment B, four-lane extension from Butler Plaza to SW 20th Avenue, and Segment C, widen to four lanes from SW 20th Avenue to Newberry Road, as the top priority project in the Metropolitan Planning Organization 2040 Long Range Transportation Cost Feasible Plan. Review of the project details, descriptions and assessments of the project have clearly defined the benefits this project offers to community stakeholders.

As you know, the SW 62nd Boulevard Connector project is proposed as a four-lane highway with dedicated transit, bicycle and pedestrian facilities that will provide critical multimodal transportation for the movement of people and goods through the Gainesville Metropolitan Area by connecting high density residential areas to high density employment, education and health/medical centers.

The SW 62nd Boulevard Connector will also alleviate congestion on the Federal Highway System by providing a bypass to the I-75 corridor for local travel that makes up approximately 16.8% of the current traffic traveling between SR 24 and SAR 26 inter changes and will improve response times for first responders within the Gainesville urbanized area.

I have met with the Department of Transportation in Washington, D.C. and the State of Florida Secretary of Transportation and have garnered their support of this unique public-private partnership which will continue to advance the City's transportation initiatives.

If I can answer any questions or expound on this subject, please do not hesitate to contact my office.

Sincerely,

Craig Carter
City Commissioner, District 3



UF Health Shands

Edward Jimenez
Chief Executive Officer

P.O. Box 100326
Gainesville, FL 32610-0326
Phone: 352.733.1500
Fax: 352.733.1501
Cell: 201.887.8018
edward.jimenez@shands.ufl.edu
UFHealth.org

July 29, 2015

Marlie Sanderson
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 N.W. 67th Place
Gainesville, FL 32653-1603

Dear Ms. Sanderson:

UF Health Shands supports the City of Gainesville designating the S.W. 62nd Boulevard Segments B and Segment C to be the top priority projects on the Metropolitan Planning Organization's (MPTO) priority list.

Segment B: Four-lane extension from Butler Plaza to SW 20th Avenue
Segment C: Widen to four lanes from S.W. 20th Avenue to Newberry Road

These projects have been a part of the City's long-range plan and their construction would improve safety, encourage economic development, and would serve to improve response times for first responders within the Gainesville urbanized area.

For these reasons, UF Health Shands fully supports this project and respectfully request your favorable consideration for making this a top priority project.

Sincerely,

Edward Jimenez
Chief Executive Officer
UF Health Shands



TEL: (352) 331-1976

132 NW 76th Drive, Gainesville, Florida 32607

TEL: (352) 414-4621

101 NE 1st Avenue, Ocala, Florida 34470

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MEMORANDUM

To: Commissioner Hutchinson, Metropolitan Transportation Planning Organization, (MTPO) Chair
From: Gerry Dedenbach, AICP, LEED AP
Date: August 3, 2015
RE: *MTPO Long Range Transportation Plan (LRTP) Roadway Priorities*

As the Metropolitan Transportation Planning Organization (MTPO) prioritizes transportation projects in the Long Range Transportation Plan (LRTP) update, a group of our clients wish to offer relevant technical information that we feel will help the MTPO and its Advisory Committees rank its projects. And, given the limited revenue projections in the LRTP 20-year horizon, our recommendation is built upon years of effort and investment in the Gainesville Urbanized Area's growth and balanced transportation alternatives.

As you know, several large- and small-scale projects are being built or approved for development in the Urban Village Area, which is bounded by I-75 and SW 34th Street, from west to east, and State Road 24 (Archer Road) to State Road 26 (Newberry Road), from south to north. In addition, the Urban Village has historically been an area where the MTPO has focused great attention due to its proximity to the University of Florida, location within the City of Gainesville, existing utilities, and a growing multi-modal transportation network. CHW has designed these facilities to serve our student and resident population with roadways, highly-utilized transit, and a network of bike lanes, and now the long-awaited Archer Braid trail.

The MTPO should adopt their Advisory Committees' recommendations ranking SW 62nd Boulevard as the Number One Roadway Priority for numerous unique reasons. No other roadway or transit project in the Urbanized Area has the ability to deliver as much positive impact, due to its physical location and previous planning efforts that have cued the corridor meeting numerous community priorities.

SAFETY Because there's no north / south connectivity between SR 24 and SR 26, Interstate-75 functions as a local road, linking both our permanent and student population to employment centers, educational offerings, and healthcare alternatives – such as North Florida Regional Medical Center, Shands HealthCare and the V.A. Hospital. Completing SW 62nd / 52nd Boulevard from its current location just south of SW 20th Avenue, so that the two State Roads connect, will remove approximately ten percent (10%) of the trips from I-75 and will undoubtedly relieve congestion on SW 34th Street between the same two facilities. This connection is integral to the motoring public's safety and to first responders such as our police, fire, and emergency medical services who have no alternative but to use I-75 as a local connector. Completing the corridor preserves and protects our population's health, safety, and welfare locally and regionally.

ECONOMY Connectivity between a community's residents and employment, shopping, and recreation creates a stronger economic future. Linking jobs, daily needs, and enjoyment of the community's many offerings, such as Forest Park, located along SW 20th Avenue and SW 43rd Street strengthens our quality of life. This brings greater stability and satisfaction to our population today and into the future for all citizens.

MOBILITY As the Gainesville Urbanized Area continues to grow and mature as a community, many of the progressive transportation facilities envisioned decades ago are coming into fruition. The Hull Road extension, SW 38th Street from SW 24th Avenue to Hull Road, and the Archer Braid trail have all been delivered with major development projects. Each of these facilities supports a balanced transportation future. And, similar to these facilities, SW 62nd/52nd Boulevard create another sustainable multi-modal link.

Private development and redevelopment is constructing nearly 1/3 of SW 62nd/52nd and building the community's first combined Transit Transfer Station and Park & Ride Lot. There's unparalleled support from other local interests to complete the SW 62nd/52nd link. This community catalyst mustn't be overlooked when prioritizing limited Long Range Transportation Plan fund to deliver safety, economic viability, and mobility for all current residents and future populations yet to call Gainesville and Alachua County home.

Marlie Sanderson

From: Kamal Latham [kamal@gainesvillechamber.com]
Sent: Thursday, October 01, 2015 5:19 PM
To: hutch@alachuacounty.us; cschestnut@alachuacounty.us; lpinkoson@alachuacounty.us; KCornell@alachuacounty.us; byerly@alachuacounty.us; Edward Braddy; warrenhk@cityofgainesville.org; carterce@cityofgainesville.org; WellsRM@cityofgainesville.org; Todd Chase; GostonCE@cityofgainesville.org; BuddHM@cityofgainesville.org
Cc: Marlie Sanderson; Mike Escalante; Scott Koons; Susan Davenport; bharrington@parrish-mccall.com; Russ Blackburn; Iniblock@alachuacounty.us; John com>
Subject: MTPO/SW 62nd Blvd: Business Community Coalition Position
Attachments: MTPO_SW 62nd Blvd Letter_Business Community Coalition_01Oct15.pdf

Dear Chair Hutchinson and MTPO Commissioners,

The MTPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Board (B/PAB) and staff have all recommended that MTPO approve a Year 2040 Cost Feasible Plan with the SW 62nd Boulevard four-lane extension project ranked #1 in the Surface Transportation Program (STP) category. The BCC urges MTPO to adopt this unified, joint recommendation.

The Business Community Coalition (BCC), a partnership between the Gainesville Area Chamber of Commerce, the Builders Association of North Central Florida (BANCf), and the Gainesville-Alachua County Association of Realtors (GACAR), respectfully requests that the Gainesville Urbanized Area MTPO approve a Year 2040 Cost Feasible Plan with SW 62nd Boulevard ranked #1 on October 5th.

The SW 62nd Boulevard extension project is a higher priority than any other transportation project. Upon completion, it would heighten public safety by improving first responders' response time.

Through the MTPO's technical modeling effort, it is shown to relieve congestion on urbanized arterials, enhance connectivity and access to the community's and region's three (3) major medical centers, and reduce reliance on Interstate-75.

The transportation corridor will also continue to facilitate business growth and economic development, creating a vital multimodal corridor in Gainesville, linking thousands of residents to employment centers along the corridor.

Please see the attached letter signed by 2014/2015 BCC Chair John F. Roscow, IV. We would be pleased to address any questions MTPO members may have about the BCC position.

Regards,

Kamal

Kamal I. Latham
Vice President for Public Policy
Gainesville Area Chamber of Commerce
(352) 378-2498 (Direct)
Kamal@GainesvilleChamber.com



October 1, 2015

The Honorable Robert Hutchinson
Chair, Gainesville Urbanized Area MTPO
c/o North Central Florida Regional Planning Council
2009 NW 67th Place, Suite A
Gainesville, FL 32653-1603

Dear Chair Hutchinson,

The MTPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Board (B/PAB) and staff have all recommended that MTPO approve a Year 2040 Cost Feasible Plan with the SW 62nd Boulevard four-lane extension project ranked #1 in the Surface Transportation Program (STP) category. The BCC urges MTPO to adopt this unified, joint recommendation.

The Business Community Coalition (BCC), a partnership between the Gainesville Area Chamber of Commerce, the Builders Association of North Central Florida (BANCf), and the Gainesville-Alachua County Association of Realtors (GACAR), respectfully requests that the Gainesville Urbanized Area MTPO approve a Year 2040 Cost Feasible Plan with SW 62nd Boulevard ranked #1 on October 5th.

The SW 62nd Boulevard extension project is a higher priority than any other transportation project. Upon completion, it would heighten public safety by improving first responders' response time. Through the MTPO's technical modeling effort, it is shown to relieve congestion on urbanized arterials, enhance connectivity and access to the community's and region's three (3) major medical centers, and reduce reliance on Interstate-75. The transportation corridor will also continue to facilitate business growth and economic development, creating a vital multimodal corridor in Gainesville, linking thousands of residents to employment centers along the corridor.

BCC Liaison and Gainesville Area Chamber of Commerce Vice President for Public Policy Kamal I. Latham or I would be pleased to address any questions MTPO members may have about our position. Mr. Latham can be reached at 352-378-2498 or at Kamal@GainesvilleChamber.com.

Thank you for your leadership in regional transportation planning.

Sincerely,

John F. Roscow, IV
2014/2015 Chair, Business Community Coalition

Business Community Coalition
c/o Gainesville Area Chamber of Commerce
300 East University Avenue, Suite 100, Gainesville, FL 32601



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

JIM BOXOLD
SECRETARY

September 24, 2015

RECEIVED

SEP 28 2015

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: 2040 State Highway System Forecast Revenues-SW 62nd Blvd. Project

Dear Chairman Hutchinson:

Thank you for your letter of August 13, 2015, requesting *"the Florida Department of Transportation revisit the determination concerning the eligibility of SW 62nd Boulevard project for funding using Year 2040 State Highway System funds in the development of the Year 2040 Cost Feasible Plan."*

Per 339.08, Florida Statutes, State Transportation Trust Fund money limitations, State Highway System funding can only be utilized on designated State Highway System (SHS) facilities, with the exception of those local facilities meeting the criteria for the County Incentive Grant Program (CIGP); Small County Outreach Program (SCOP); Small County Road Assistance Program (SCRAP) or Transportation Regional Incentive Program (TRIP).

Should you have further questions or need additional information regarding the applicability of State Highway System funds, please do not hesitate to contact James Knight at james.knight@dot.state.fl.us.

Sincerely,

Greg Evans
District Two Secretary

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives
James Knight, FDOT District 2 Urban Planning and Modal Administrator
Karen Taulbee, FDOT District 2 Urban Planning Administrator
James Green, FDOT District 2 Transportation Specialist



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 S. Marion Avenue
Lake City, Florida 32025-5874

JIM BOXOLD
SECRETARY

September 24, 2015

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, FL 32653-1603

RECEIVED
SEP 28 2015
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

RE: SW 62nd Boulevard

Dear Chairman Hutchinson:

Thank you for your letter of August 13, 2015, requesting *"the Florida Department of Transportation consider adding SW 62nd Boulevard from State Road 24 (Archer Road) north to State Road 26 (Newberry Road) to the State Highway System."* The Department has considered this request and has reviewed the attachment to the Gainesville MTPO letter.

When determining if a facility should be considered for State jurisdiction, the Florida Department of Transportation (FDOT) takes into consideration the following criteria listed in Section 335.0415, F.S.: (a) National defense needs; (b) Travel to and through urban areas; (c) Access to intermodal facilities including but not limited to airports, seaports, major terminals and transfer points; (d) Access to regional public facilities; and (e) Disaster preparedness and emergency evacuation.

SW 62nd Avenue does not provide any of the uses listed above as it is an arteria¹ road for travel and property access within an urban area. The FDOT also considered if the corridor will provide significant relief to I-75. The corridor will divert trips off of I-75; however, the development that is likely to occur along the corridor will add trips to I-75 making the net impact minimal/none. Furthermore, the travel times of each corridor are expected to be similar (depending on the exact beginning/end of the trip). Therefore, the corridor will have minimal/no benefit to I-75.

Based on review of the statutory factors and lack of significant improvement to I-75, SW 62nd Avenue is not an appropriate corridor to be considered for addition to the state roadway system. However, as a significant local roadway the project is eligible for funding using certain federal revenues (if the project is a high priority of the Metropolitan Transportation Planning Organization).

Please contact Jim Knight at james.knight@dot.state.fl.us if you have additional questions or would like to discuss the criteria in greater detail.

Sincerely,



Greg Evans
District Two Secretary

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Admin.
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
James Green, Florida Department of Transportation District 2 Transportation Specialist



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake city, Florida 32025-5874

JIM BOXOLD
SECRETARY

September 24, 2015

RECEIVED

SEP 28 2015

**NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL**

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: Strategic Intermodal System Designation –Local Bridges over Interstate Highways

Dear Chairman Hutchinson:

Thank you for your letter of August 13, 2015, requesting *“that the Florida Department of Transportation include local bridges over Interstate Highways as part of the Strategic Intermodal System.”*

Existing bridges over interstates are not part of the Strategic Intermodal System (SIS). While not on the SIS, existing bridges over interstates are eligible for SIS funding if an improvement is needed for the SIS facility.

If there are any questions concerning interstate bridge crossings or SIS funding, please contact Jim Knight at james.knight@dot.state.fl.us.

Sincerely,

Greg Evans
District Two Secretary

xc: James Knight, FDOT District 2 Urban Planning and Modal Administrator
Karen Taulbee, FDOT District 2 Urban Planning Manager
Barney Bennette, FDOT District 2 SIS Coordinator
James Green, FDOT District 2 Transportation Specialist

Please contact Jim Knight at james.knight@dot.state.fl.us if you have additional questions or would like to discuss the criteria in greater detail.

Sincerely,



Greg Evans
District Two Secretary

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Admin.
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
James Green, Florida Department of Transportation District 2 Transportation Specialist



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

August 13, 2015

Mr. Greg Evans, P. E., District 2 Secretary
Florida Department of Transportation
1109 South Marion Avenue
Lake City, FL 32025-5847

RE: Year 2040 State Highway System Forecast Revenues- SW 62nd Boulevard Project

Dear Secretary Evans:

At its August 3, 2015 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the development of the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area. Included in this discussion was the proposed SW 62nd Boulevard project.

Please find enclosed with this letter Exhibit 1 which describes the SW 62nd Boulevard project and the positive impacts it will have on the transportation system of the area. This includes diverting traffic off of Interstate 75, relieving traffic congestion on nearby Interstate 75 interchanges and also reducing traffic congestion on State Roads 24, 26 and 121. At the conclusion of this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

"request that the Florida Department of Transportation revisit the determination concerning the eligibility of SW 62nd Boulevard project for funding using Year 2040 State Highway System funds in the development of the Year 2040 Cost Feasible Plan."

If you have any questions concerning this matter, please do not hesitate to contact Marlie Sanderson, AICP, Director of Transportation Planning at 352.955.2200, extension 103.

Sincerely,

Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
James Green, Florida Department of Transportation District 2 Transportation Specialist
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Administrator
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3

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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.

SW 62nd Boulevard Extension

City of Gainesville, Florida



ABOUT: The SW 62nd Blvd Extension is a critical roadway project that will facilitate the movement of people and goods through the Gainesville Metropolitan Area, enhancing access to major employment centers, and alleviating congestion on the Federal Highway System (FHS). **The project implements a new connector (B) and reconstructs an existing road (C) to a 4-lane cross-section, with dedicated transit, bicycle, and pedestrian facilities.**

IMPACTS: The lack of adequate roadway capacity in the area results in high diversion of local traffic to I-75 accentuating the congestion problems along the interstate, particularly within the interchange areas, resulting in significant safety concerns. The SW 62nd Blvd Extension will provide an additional north-south route parallel to I-75 and SR 121/SW 34th St from SR 26/Newberry Rd to SR 24/Archer Rd serving as an alternate route, **reducing forecasted traffic along the interstate between the interchanges of SR 26 and SR 24 by 10% (or 8,700 vehicles per day based on Y2040 traffic projections), improving traffic circulation, and relieving congestion on other major FHS corridors improving roadway safety and level of service.**

FUNDING NEEDS: \$45.2 million. The project can be implemented in phases, as described on Figures 1 and 2. Funding is needed for completion of design (\$500,000), right-of-way acquisition (\$17 million), and construction (\$27.7 million).

CURRENT STATUS: The PD&E is funded and expected to be completed with a NEPA finding of no significant impact by July 2016. Funding is available for partial design work (50% plans). The southern portion of the corridor was completed by Butler Enterprises as a component of their redevelopment project.



FIGURE 2





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

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

August 13, 2015

Mr. Greg Evans, P. E., District 2 Secretary
Florida Department of Transportation
1109 South Marion Avenue
Lake City, FL 32025-5847

RE: State Highway System Designation- SW 62nd Boulevard

Dear Secretary Evans:

At its August 3, 2015 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the development of the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area. Included in this discussion was the proposed SW 62nd Boulevard project. Please find enclosed with this letter Exhibit 1 which describes this project and the positive impacts it will have on the transportation system of the area. At the conclusion of this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

"request that the Florida Department of Transportation consider adding SW 62nd Boulevard from State Road 24 (Archer Road) north to State Road 26 (Newberry Road) to the State Highway System."

If you have any questions concerning this matter, please do not hesitate to contact Marlie Sanderson, AICP, Director of Transportation Planning at 352.955.2200, extension 103.

Sincerely,

Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
James Green, Florida Department of Transportation District 2 Transportation Specialist
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Administrator
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3

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CURRENT STATUS: The PD&E is funded and expected to be completed with a NEPA finding of no significant impact by July 2016. Funding is available for partial design work (50% plans). The southern portion of the corridor was completed by Butler Enterprises as a component of their redevelopment project.



FIGURE 2





Archer Chamber of Commerce

PO BOX 977

Archer, FL 32618

352-215-7216

July 29, 2015

Marlie Sanderson, AICP Director of Transportation Planning

MTPO Metropolitan Transportation Planning Organization For the Gainesville Urbanized Area

Subject: Support for the **Archer Road Widening to 4-Lanes from Tower Road to SW 122nd Street (MTPO Boundary)**

Dear Ms. Sanderson:

For decades the City of Archer has suffered from the highly congested and dangerous commute from Archer to Gainesville. The population of Archer has decreased by approximately 25% over the past several years. During this time we've also suffered the loss of many businesses. Archer Road was slated to be widened many, many years ago. Newberry Road was widened instead and the City of Archer and its citizens were left waiting for decades.

We strongly feel for Archer to meet it's Economic Development Plan we are in great need of the 4-LANE WIDENING OF ARCHER ROAD, specifically the MTPO controlled segment identified on the project list. In order for Archer to pull itself out of its economic depression we, the Archer Area Chamber of Commerce need and **FULLY SUPPORT THE WIDENING OF ARCHER ROAD.** Many residents that work in Gainesville have moved from Archer to Gainesville, so they will not have to make the drive in and home on Archer Road. These residents we are losing are the residents that support our business community, the City, and the County with their spending and tax dollars.

We feel the City of Archer has a lot to offer the county and surrounding area. We have a long, rich history in Alachua County and we need the opportunity to regain our lost population and thrive once again as a successful business and residential community.

We feel the widening of Archer Road will give our community the boost it needs to be a viable, thriving community once again.

Respectfully,

Daniel J. Beck

President, Archer Chamber of Commerce

Shellie Banfield
Shellie Banfield

Secretary, Archer Chamber of Commerce

Mary M. Hope

Vice President, Archer Chamber of Commerce

On The Right Track!

EXHIBIT 14

Marlie Sanderson

From: Everson Kasicki [kasickie@bellsouth.net]
Sent: Sunday, August 02, 2015 9:33 PM
To: Marlie Sanderson
Subject: Archer Road Project

We have lived in Archer for 25 years and every work day my husband travels to his job at UF Shands. We went to each meeting with DOT and the City of Archer for the four-laning of Archer Road planned for 1995. Land was bought starting in 1991, houses torn down, septic systems crushed, bulldozers working along the road for months...then all of a sudden, everything came to a screeching halt. We have been waiting for the past 25 years for this to happen...many others have waited their entire life.

I understand that in June there was funding released of \$500,000.00 for a survey/plan to four-lane Archer Road. To NOT put us in the upcoming plan, would be a total waste of half a million dollars. That would not make very many citizens happy.

There is a major safety issue whenever there is an accident or an emergency vehicle on Archer Road. There is no where to go...the sides of the road are washed out and full of ruts. When there is any weather issue, traffic is stalled and backed up for miles.

Traffic does NOT have a steady pace...drivers take horrible chances when passing others going to and from Gainesville each day. Side road traffic attempting to get on Archer Road is stymied with not being able to join in the flow, without stopping the entire lane. To go on is pointless...you get the picture.

We have felt like the red-headed stepchild long enough. Get us back in the family, please. Thank you.

Sincerely, Robert and Linda Kasicki

EXHIBIT 15

Marlie Sanderson

From: robertaclopez@aol.com
Sent: Sunday, August 02, 2015 6:19 PM
To: Marlie Sanderson
Cc: bocc@alachuacounty.us; djones@CityOfArcher.com; FHope@cityofarcher.com;
mzander@cityofarcher.com; sdraw@msn.com; charris@cityofarcher.com;
xbishop@cityofarcher.com
Subject: Archer - Hwy 24 - 4-Lane

Dear Mr. Sanderson,

I had the opportunity to work with you in the past and much discussion went into getting a stretch of land from 75th to 91st approved to 4-lane Hwy 24. In 2010 we presented pictures of what the traffic looked like between Archer and Gainesville. we also went before the Alachua County Commissioners with this issue. It is hard for me to believe that we are still having the same conversation today. I would appreciate it very much if you and the Board of Directors are able to support making Archer Road 4-lanes for the safety of its citizens.

It is my understanding that in June of this year you approved over \$500,000 to update the survey/planning of Archer Road 4-lanes and to not include the Archer Road in the 25 year plan would be wasting money. This information came by way of Doug Jones.

Thank you and please take some action on August 3, 2015 at the MTPO meeting.

Roberta Lopez
Former Mayor/Commissioner
Archer, Florida

EXHIBIT 16

RESOLUTION NUMBER: 2015-13

A RESOLUTION OF THE CITY OF ARCHER, FLORIDA, FOR THE PURPOSE OF EXPRESSING SUPPORT FOR THE PROPOSED EXPANSION AND WIDENING OF ARCHER ROAD THROUGH THE CITY OF ARCHER; AND REPEALING ALL RESOLUTIONS IN CONFLICT.

WHEREAS, Archer Road (also known as State Road 24) passes through parts of Alachua County, including from the City of Gainesville to the City of Archer; and

WHEREAS, portions of Archer Road were previously expanded to widen the roadway to include four lanes; and

WHEREAS, Alachua County and the Florida Department of Transportation have discussed continuing the expansion to include the portion of Archer Road that travels through the City of Archer; and

WHEREAS, the City Commission of the City of Archer, Florida, desires to support this proposed expansion through the City of Archer; and

WHEREAS, the City Commission of the City of Archer, Florida, finds that such expansion would lead to additional roadway capacity in the City of Archer and will be a benefit to the residents of Archer and economic development; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ARCHER, FLORIDA, as follows:

SECTION ONE: The City Commission finds and determines it would benefit the residents and businesses of the City of Archer to support the expansion of Archer Road within the City of Archer.

SECTION TWO: The City Commission authorizes the City Manager to forward this Resolution to both Alachua County and the Florida Department of Transportation to support their efforts to widen Archer Road.

SECTION THREE: Existing resolutions in conflict are hereby repealed to the extent of such conflict.

This Resolution adopted this 10th day of August, 2015 after motion, second and majority vote favoring same.

ATTEST:

NAME


John Glanzer, City Manager

By:


Doug Jones, Mayor

Approved as to form and legal sufficiency:


Courtney W. Johnson, Assistant City Attorney

★

*The Gainesville Sun November 11, 1992***VOICE OF THE PEOPLE****Planning for roadways is effective**

I recently attended a meeting where a long-range road improvement plan was presented. I have been involved for 14 months in a University of Florida research project on children's home-to-school transportation issues, and I feel the need to address the proposals to four-lane roads around school zones.

Two misconceptions undermine the rationale for these proposals: first, the misconception that motorist behavior (or misbehavior, as it is better termed) will be improved by increasing the number of lanes on the roadway, and second, the misconception that this type of "road improvement" will contribute beneficially to a neighborhood by easing the flow of traffic and reducing the congestion.

What in fact happens is the reverse: the road becomes a thoroughfare, traffic volume increases because it is already a convenient route from home to work, and motorists' speeds increase. The road "feels" different with four lanes, and people tend to drive faster despite the posted speed limit signs.

For school zones, four-laning roads creates many more problems. Major intersections now must be negotiated by small children, often without sufficient crossing assistance. Parents, perceiving the speeds and increased numbers of moving vehicles, are reluctant to let their children walk or bicycle and drive them to school instead, creating even more traffic.

If we can look to the future, as these transportation plans suggest, we will take into account the diminishing oil reserves that support our present automobile dependence. Knowing we still will want "to go places," we should begin now to design a system for transportation choices, create safe walking and bicycling routes to neighborhood schools and help our future generations to grow up with a sense of independence about their own mobility.

We should seek the funding to enhance our roadways with sidewalks,

Our community is looking ahead.

bike paths and trails, connections that have mass transit options as well as roadside landscaping and resting places.

As far as congestion, the price of gasoline will begin to take care of that, probably sooner than we have projected.

I commend our Metropolitan Transportation Planning Organization and government planners in Gainesville and Alachua County for their futuristic approach to transportation-demand management. It is great to live in a community that is looking ahead ... instead of in the rearview mirror!

LINDA B. CRIDER,
Gainesville

MAY 8, 1994

Dick, Lawton, Bob, Ted and Andres



Honest, this is the last time I'm gonna write about Dick Nixon. But listen, it isn't easy for somebody like me to just go cold turkey on the guy who defined political cynicism and ethical promiscuity for my generation.

So maybe just a more kick at Dick.

I keep thinking about this question of how history is going to judge Nixon — as the unindicted co-conspirator who fled the White House in disgrace (my vote), or the foreign policy master and elder statesman reborn.

It puts me in mind of a columnist I read years ago who predicted that in a couple of centuries, Nixon will be better remembered than any other president of the 20th century — for one reason and one reason only.

Not because of Watergate, or China, and certainly not because of his stupid trick, his wife's cloth coat or his weighty books.

He will be remembered because it was on Nixon's watch that the first man set foot on the moon. One small step and all that.

And Nixon would probably settle for that in the long run. After all, if it hadn't been for Christopher Columbus King Ferdinand would only be remembered, if at all, as the religious bigot who threw the Jews out of Spain.

On the other hand, the way the manned space program has fizzled, it's possible that the moon landings will amount to little more than novel footnotes in the history of mankind: "been there, done that." If that turns out to be the case, Nixon will be remembered, not as the president who said, "The heavens have become part of man's world," but as the unindicted co-conspirator who protested, "I am not a crook."

...

The Republicans think they have a silver bullet to use against Gov. Lawton Chiles as he runs for re-election. They've been keeping score, and figure that Chiles has only signed 16 death warrants as far during his first term.

In contrast, his successor Republican Bob Martinez, signed 139.

But the GOP may not be able to make much of the difference between Lawton's death warrant stats and Bob's. First, signing warrants only amounts to bragging

rights — governors can ink pieces of paper 'till the cows come home, but the executioner still won't do his thing until some judge says it's OK.

And when it comes to body counts — that is, death row inmates actually dispatched — Chiles and Martinez are running just about neck and neck. The score: Chiles 8, Martinez 9.

Anyway, the death penalty may not be the potent campaign issue that a lot of politicians assume it is. If it were, Martinez would surely be governor of Florida.

After all, Martinez won the most impressive trophy of all — Ted Bundy, America's most notorious serial killer before Danrolling came along. But having Bundy's head on his campaign office wall didn't do Martinez any good — the voters still thought he was a dud and sent him home to Tampa.

...

You can always tell when a couple of years has passed in Gainesville — we start to argue about widening NW 34th Street again.

Here comes the state Department of Transportation with another public hearing and a \$300,000 study that will, no doubt, inform us that there is a heck of a rush hour bottleneck on NW 34th, and that adding two or three more lanes might alleviate it.

Then the residents who live along the street — and the parents who send their children to the schools that line the street — will turn out to complain that the state wants to run a "superhighway" through their neighborhood, endangering pedestrians and kids on bicycles.

The local politicians will dither back and forth — not wanting to offend the neighborhoods, but loath to stop the march of progress either. Most will take Mayor-Commissioner Jim Painter's "one of these days" tact — and then we'll come back and argue about it some more in another couple of years.

The debate over whether or not to widen NW 34th Street is a classic example of the how modern urban planning is geared more toward the facilitation of traffic than the maintenance of livable cities.

Here's a nice little bit of irony: While the DOT is dropping a bundle to tell us why we need a wider, faster 34th Street, it's spending money elsewhere in the state to figure out how to get pedestrians safely across some of the dangerous, multi-lane intersections already created.

Why? Because last year 145 elderly pedestrians were killed while trying to cross Florida's dangerous streets.

Ron Cunningham is editorial page editor for The Sun.

yes

Widening roads doesn't lessen traffic congestion

Jade Albrecht, in a June 26 letter to *The Sun*, claims the proposed widening of Northwest 34th Street is overwhelmingly more of a benefit than a cost, due largely to a belief widening will reduce traffic congestion and give us free-flowing traffic, which Albrecht then claims will reduce noise pollution.

Albrecht needs to do some homework.

For example, it is now obvious, after numerous studies and hundreds of billions (trillions?) of dollars worth of road widening around the country, that adding traffic lanes does not eliminate congestion. The classic case occurred three years ago in the state of Washington, where traffic engineers, who predicted a new \$1.7 billion highway bridge would provide at least 20 years of capacity, were surprised to learn that capacity was instead reached in less than a month. Right here in Gainesville we need only look at Archer Road, where a six-lane monstrosity is the daily scene of angry motorists stuck in traffic.

As for reduced noise pollution, the usual approach to strive for roads wide enough to allow for the motorist utopia known as free-flowing traffic, which, in

technical terms, is at least "Level-of-Service 'C.'" Guess which road conditions have been determined to cause the highest levels of noise pollution? You got it. The coveted, free-flowing Level-of-Service "C."

What about the benefits of reduced gas consumption and air pollution as a result of widening roads? Sorry, but this myth was convincingly exploded by Kenworthy and Newman, who, in a worldwide survey of cities, discovered the more a city widened roads, the more people made a trip by car, and the more mileage they drove. As a result, such cities experience higher levels of gas consumption and higher levels of air pollution.

I recently returned from a two-week trip in California. Ten- and twelve-lane roads, filled with hostile, stressed motorists, were everywhere. We heard several people talk about the need to escape from the drive-by shooting problems. (Indeed, large numbers of Californians are fleeing the state due to the shootings and traffic.)

I could go on and on about how wider roads destroy our neighborhoods and downtown, how they promote

sprawl, how they bankrupt governments and families and how they destroy our sense of community and turn us into sworn enemies of anyone who takes too long to make a left turn at an intersection, among other things.

A road widening should give us a clear message. Not that we are being foresighted in accommodating increased future traffic, but that we have failed to adequately control the sprawl of housing into far-flung locations and have made life so miserable for pedestrians, transit users and bicyclists (and, conversely, so enjoyable for motorists) that we are almost forced to get around by car. Free-flowing, high-speed traffic is fine for the interstate highways. It is destructive within cities, where traffic must instead be slowed down for safety and livability.

If Gainesville is to realize any degree of quality of life in the future, and escape the fate of road-happy southern California, we must commit ourselves to controlling sprawl and stop spending millions of dollars on community-destroying road widenings.

DOM NOZZ
Gainesville

Staggered hours mean less traffic

As Gainesville gears up for the fall term at the University of Florida and Santa Fe Community College, commuters begin mentally preparing for another year of long lines of traffic and frayed tempers.

Creeping along Northwest 38th Avenue toward my job at the beginning of the fall term a couple of years ago, it occurred to me there might be a fairly simple solution to the problem of growing Gainesville gridlock: flextime.

If workers could stagger the times they arrive for and depart from work, peak-time traffic could be significantly reduced. We might be able to avoid widening roads through residential neighborhoods, which only leads to more traffic in the long run.

Staggered work hours would provide local agencies and businesses the opportunity to extend the services they offer to clients or customers. Quality of life and employee productivity would improve with happier, less-stressed

workers.

For business owners who are pro-child and pro-family, flextime options would demonstrate a commitment to family values by giving parents the flexibility they often need to transport children to and from school and day care.

While the 8 a.m. to 5 p.m. work ethic remains firmly entrenched here in the South, I know other parts of the country are embracing flextime as a way to deal with increasing traffic problems. When I left the San Francisco Bay area five years ago, the city of San Francisco was requiring major employers to institute flextime.

For the benefits of all residents of Alachua County, I urge local employers and business owners to consider flextime as a reasonable, creative alternative to business and traffic as usual.

LUCINDA FAULKNER MERRITT,
Newberry

Gainesville Sun Aug. 1, 1994

Exchange shopping center

Family Services Center

Flatwoods conservation area

SE 31st Ave Park

Stephen Foster school

CSX railway easement

Rawlings elementary

City property

Walmart plaza

Lowes

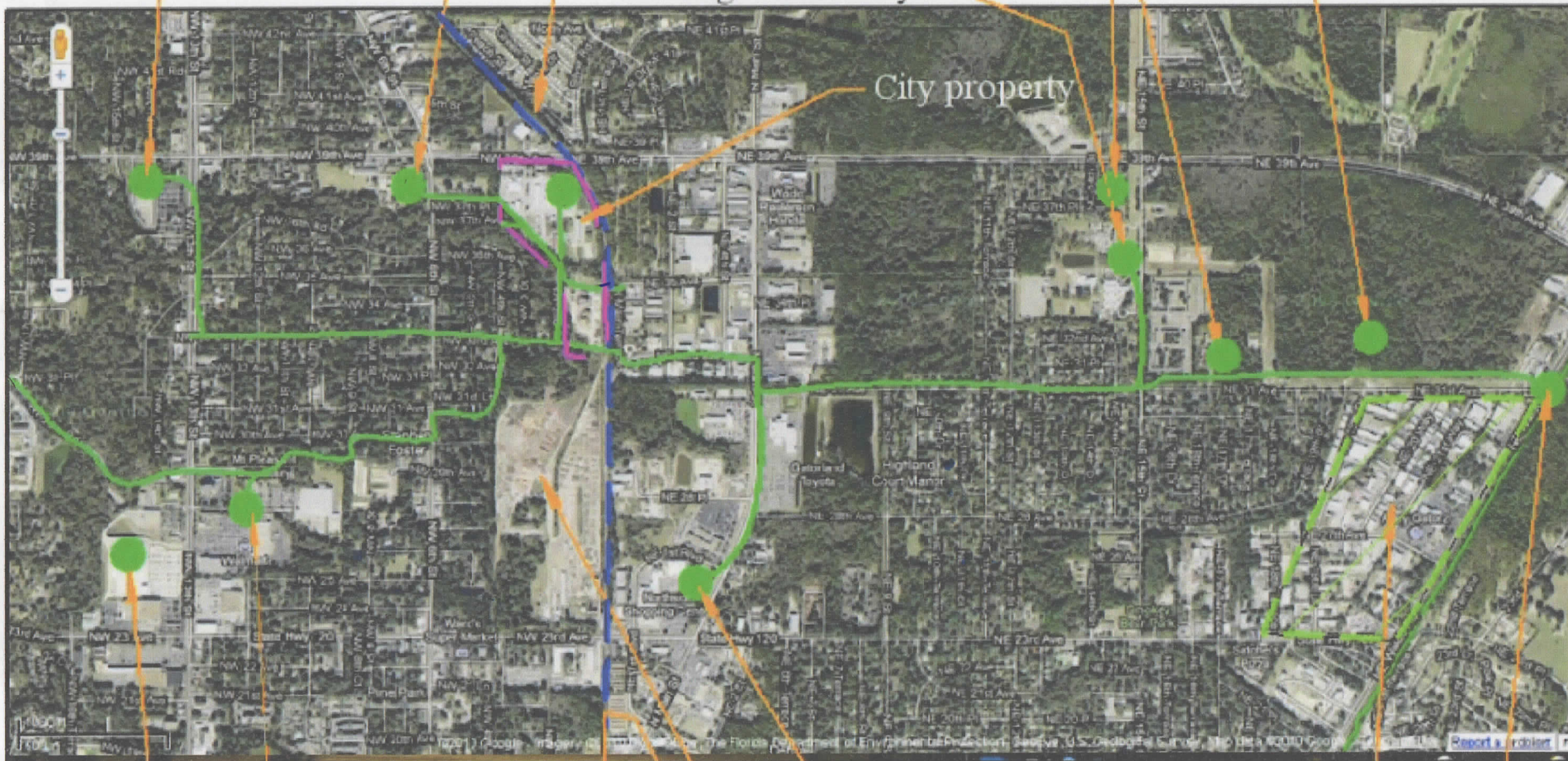
Northside shopping center

Northeast industrial park

Koppers site

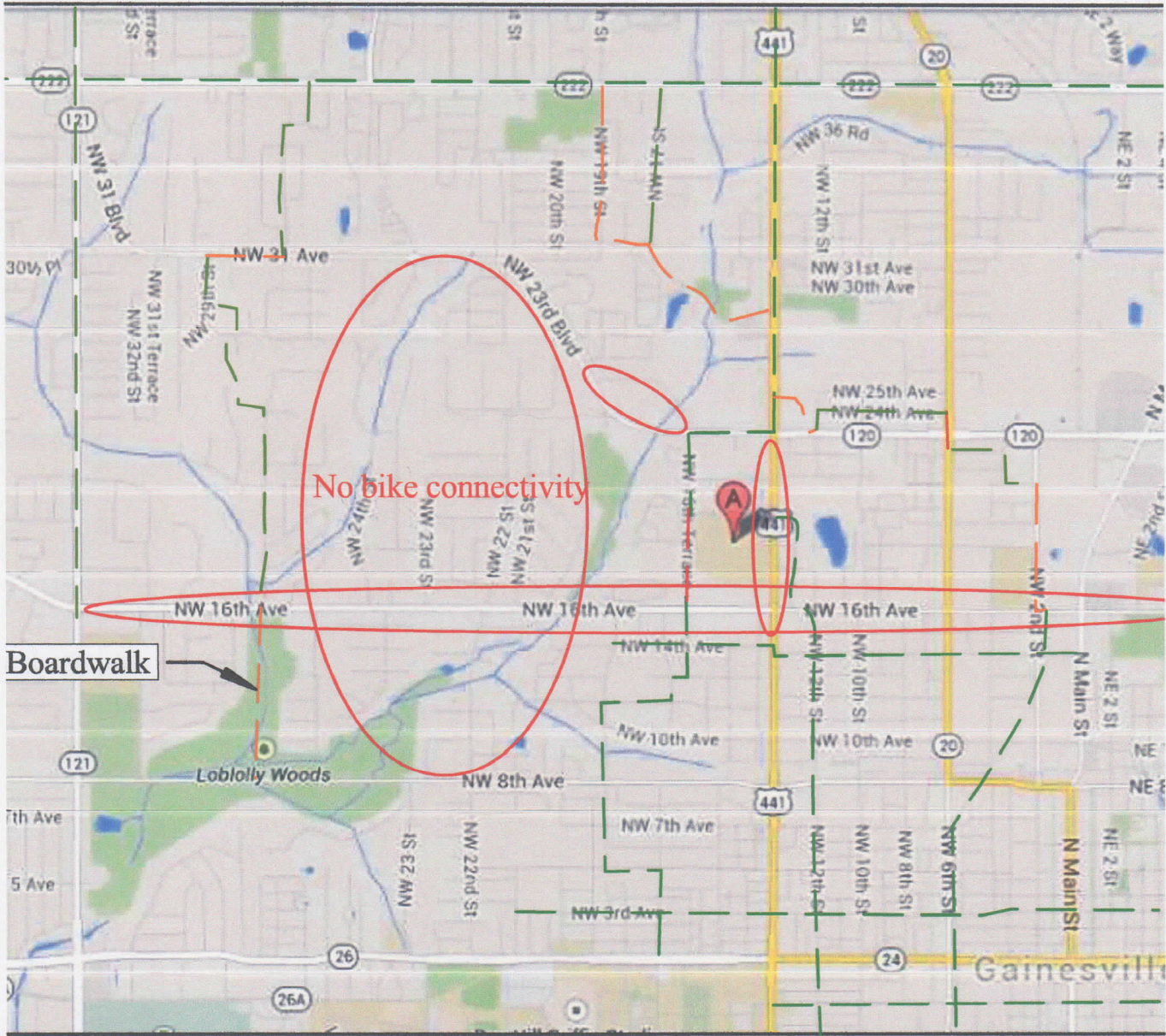
To 6th Street Trail

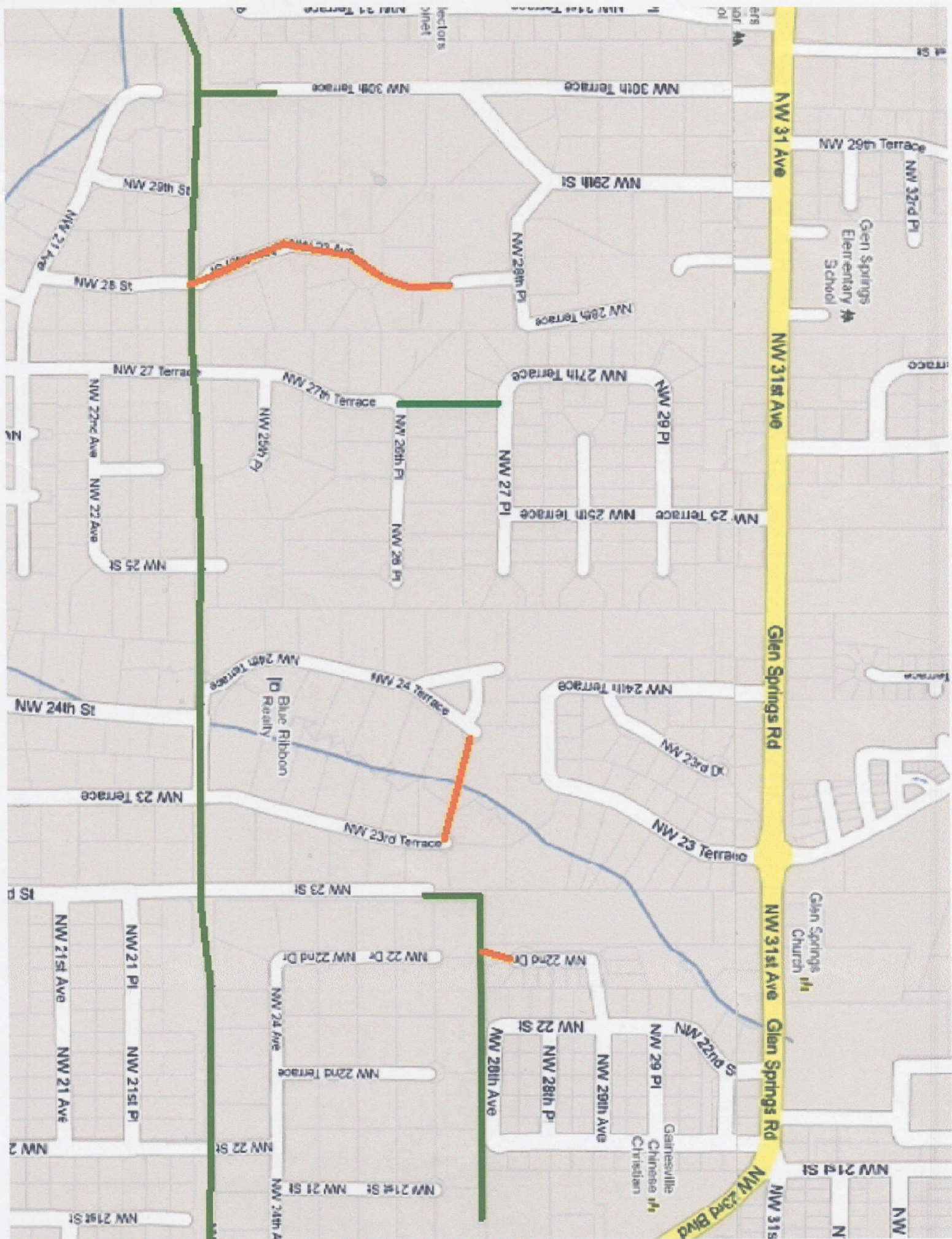
Waldo road trail



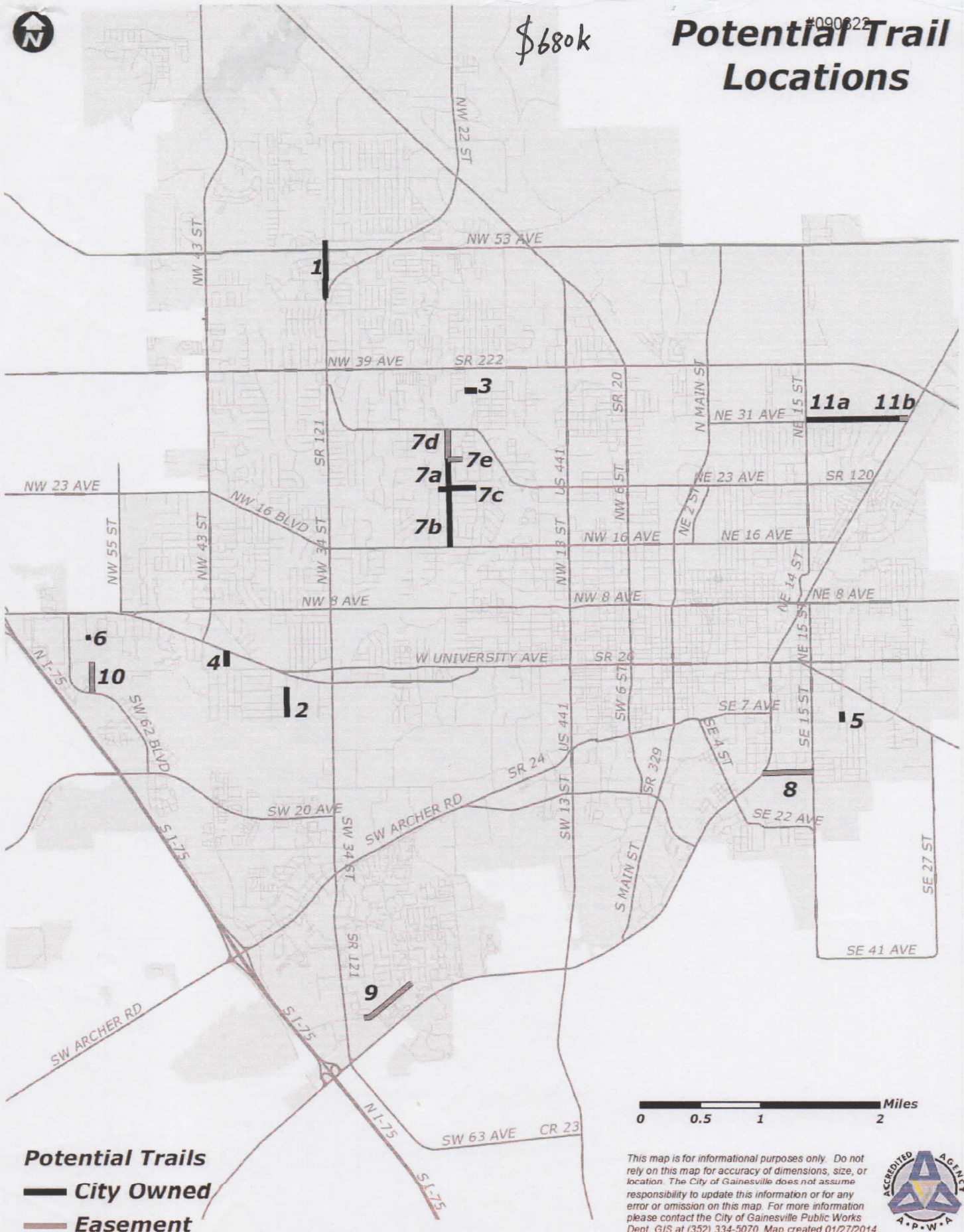
31 Ave connector

Bicycle connectivity NW 39th Ave - Univ Ave





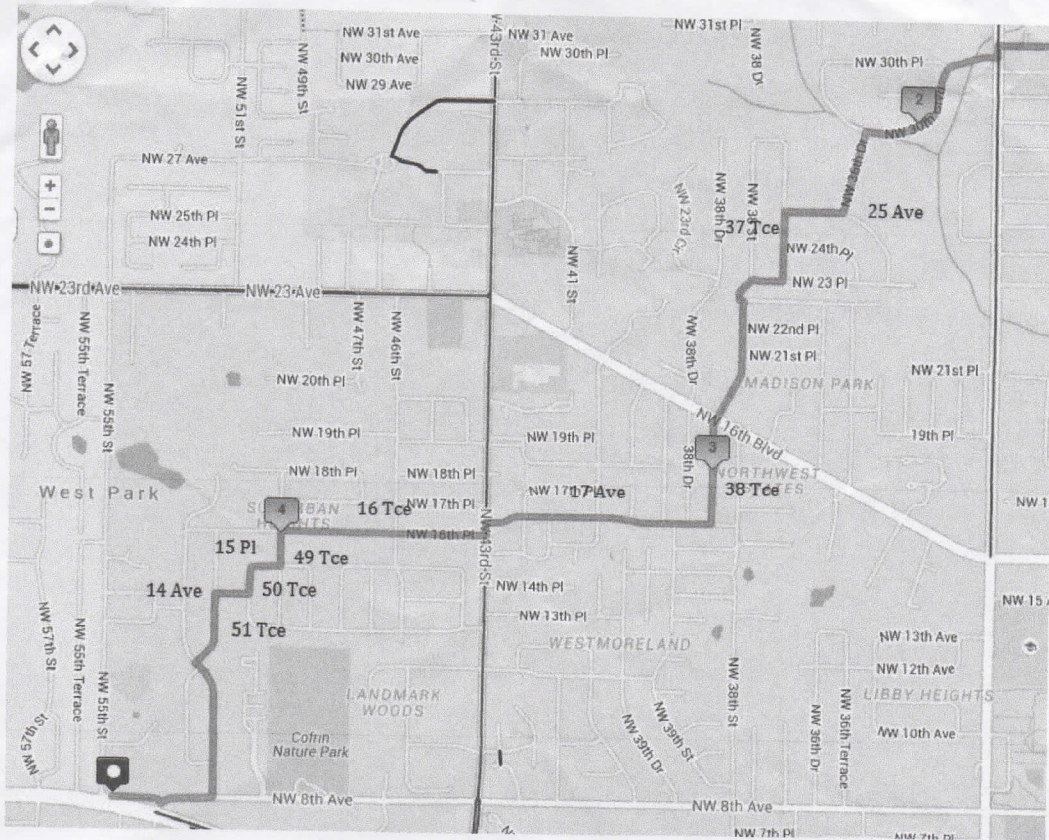
Potential Trail Locations



This map is for informational purposes only. Do not rely on this map for accuracy of dimensions, size, or location. The City of Gainesville does not assume responsibility to update this information or for any error or omission on this map. For more information please contact the City of Gainesville Public Works Dept. GIS at (352) 334-5070. Map created 01/27/2014.



Home-Cymplify



36 Drv

25 Ave

37 tce

23 Pl

38 St

38 Tce

17 Ave

16 Tce

49 Tce

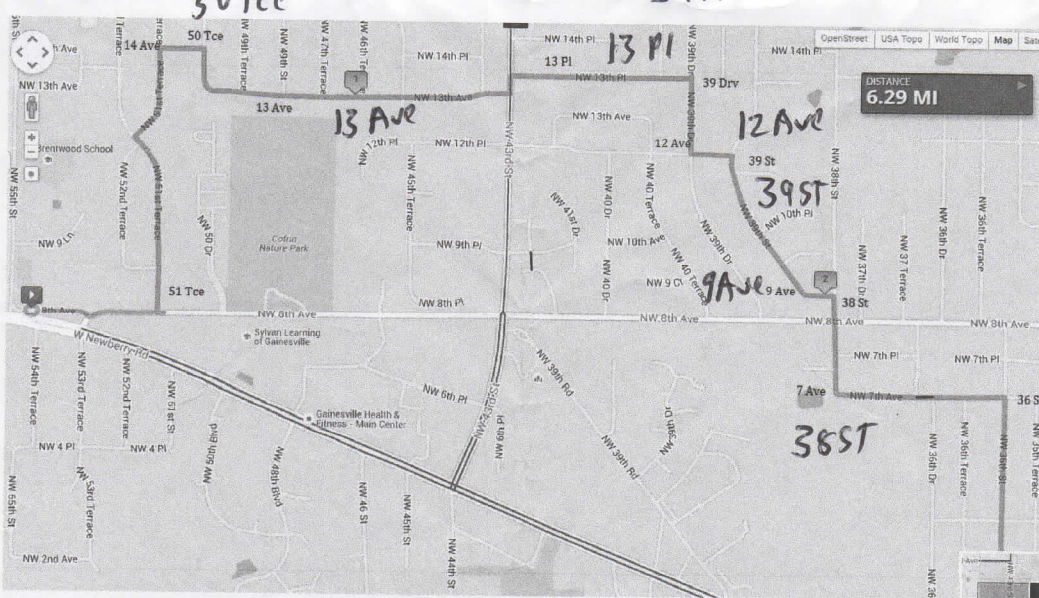
15 Pl

50 Tce

14 Ave

51 Tce

Cymplify-Downtown



14 Ave

50 Tce

39 Drv

13 Ave

13 Pl

12 Ave

39 St

9 Ave

38 St

38 St

7 Ave

Buckman

Union

2 Ave

36 KST

25 St

2nd Ave

Stad

Stadium

EXHIBIT 19
CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution 2015-02, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 5th day of October, A.D., 2015.

WITNESS my hand this 12th day of October, A.D., 2015.

Charles "Chuck" Chestnut, IV

Charles "Chuck" Chestnut, IV, Secretary

RESOLUTION NO. 2015-02

A RESOLUTION OF THE METROPOLITAN
TRANSPORTATION PLANNING ORGANIZATION FOR
THE GAINESVILLE URBANIZED AREA ADOPTING
THE GAINESVILLE URBANIZED AREA YEAR 2040
LONG-RANGE TRANSPORTATION COST FEASIBLE
PLAN; PROVIDING AN EFFECTIVE DATE

WHEREAS, the federal government, under the authority of 23 United States Code 134 and 49 United States Code 5303, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area, and further requires the state transportation agency and the metropolitan area to enter into an agreement clearly identifying the responsibilities of each party for cooperatively carrying out such transportation planning;

WHEREAS, Section 134 of Title 23, United States Code, requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to prepare and update a long-range transportation plan for its metropolitan planning area; and

WHEREAS, Florida Statutes, Section 339.175 as amended, requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to develop a long-range transportation plan that addresses at least a 20-year planning horizon.

NOW THEREFORE, BE IT RESOLVED THAT THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA hereby adopts the Gainesville Urbanized Area Year 2040 Long-Range Transportation Cost Feasible Plan dated, October 5, 2015;

RESOLVED FURTHER, that all resolutions, or parts of resolutions, in conflict with this resolution are hereby repealed to the extent of such conflict; and

RESOLVED FURTHER, that this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 5th day of October A.D., 2015.

ATTEST:



Charles "Chuck" Chestnut, IV, Secretary

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA



Robert Hutchinson, Chair

APPROVED AS TO FORM



Michele L. Lieberman, Attorney
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Exhibit 20

Adopted Year 2040 Cost Feasible Plan Projects

Priority	Project	Description [Funding]	Estimated Cost (In Millions)
State Highway System [\$57.30 Million Available]			
1	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	\$2.10
2	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	\$6.00
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	\$2.94
4	State Road 121 (West 34th Street)	Safety and Capacity Enhancements from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bikelanes	\$33.56
5	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	\$12.70 (Partially Funded)
Surface Transportation Program [\$21.10 Million Available]			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bikelanes - \$27 million project (not fully funded)	\$9.00 (Partially Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bikelanes- \$18.2 million project (funded for design only)	\$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	\$10.55
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.30
Transportation Alternatives Program [\$4.94 Million Available]			
1	Bicycle/Pedestrian Program	Miscellaneous “boxed funds” for bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$4.94
Strategic Intermodal System [\$5.10 Million Available]			
1	Interstate 75	Interchange Modification- Operational Improvement at State Road 121 interchange	\$5.10
Transit [\$52.70 Million Available]			
1	Regional Transit System	Maintain existing transit service systemwide	\$52.70
Local Projects [Alachua County/City of Gainesville/University of Florida/Developer-Funded]			
-	NW 83rd Street	Two-lane extension from NW 39th Avenue to Springhills Boulevard	\$10.75
-	NW 91st Street	Two-lane extension from terminus to Springhills Boulevard	\$2.99
-	NW 98th Street	Two-lane extension from NW 39th Avenue to Springhills Boulevard	\$5.59
-	Radio Road Extension	Two-lane extension from SW 34th Street to Hull Road	\$3.24
-	Springhills Boulevard	New two-lane roadway from NW 122nd Street to NW 83rd Street	\$5.97
-	Springhills Connector	New two-lane roadway from Springhills Boulevard to Millhopper Road	\$5.97
-	SW 23rd Terrace Extension	Two lane extension from Archer Road to Hull Road	\$2.39
-	University of Florida	Transit Center	\$6.24

Florida's Future Corridors Program

Florida's Future Corridors



What is the Future Corridors Program?

The Future Corridors Program is a statewide effort led by the Florida Department of Transportation (FDOT) to plan for the future of the major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This effort builds upon the 2060 Florida Transportation Plan and Secretary Prasad's "Florida's 21st Century Transportation Vision," which call for planning a transportation system that maintains our economic competitiveness by meeting today's transportation needs for moving people and freight as well as our needs for decades to come.

Why Are We Considering Future Statewide Corridors?

In addition to an expected population increase of 37 percent by 2040, it is also anticipated Florida will experience a 44 percent increase in visitors by 2040 and a 39 percent increase in freight tonnage by 2035. This means as a state we need to:

- Better coordinate long-range transportation and development plans and visions to identify and meet a growing demand for moving people and freight.
- Identify long-range solutions that support statewide and regional goals for economic development, quality of life, and environmental stewardship.
- Provide solutions for or alternatives to major highways that already are congested.
- Improve connectivity between Florida and other states and nations and among Florida's regions to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

What Types Of Corridors Are We Planning?

A statewide transportation corridor is one that connects Florida to other states or connects broad regions within Florida, generally by high-speed, high-capacity transportation facilities such as interstate highways or other limited-access roadways, major rail lines, and major waterways. These corridors may also involve multiple modes of transportation as well as other linear infrastructure such as pipelines and telecommunications or utility transmission lines.

This initiative focuses on two approaches to plan for future corridors:

- Transforming existing facilities in a corridor to serve a new function, such as adding tolled express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line.
- Identifying study areas for potential new parallel facilities to provide alternatives to existing congested highways or potential new corridors for multimodal facilities in regions not well served by statewide corridors today.

When Will Future Corridors Be Developed?

FDOT will be conducting Concept studies on priority study areas in 2012 and 2013. The intent is to develop a long-range framework to guide future investment decisions in the study areas over the next 50 years. This strategy can be integrated over time into local and regional transportation, land use, and conservation plans. Evaluation and Project Development studies will be scheduled on specific segments as needed. Construction on some segments that are of independent utility could move forward in the next few years, while other corridors may not be developed for a few decades.

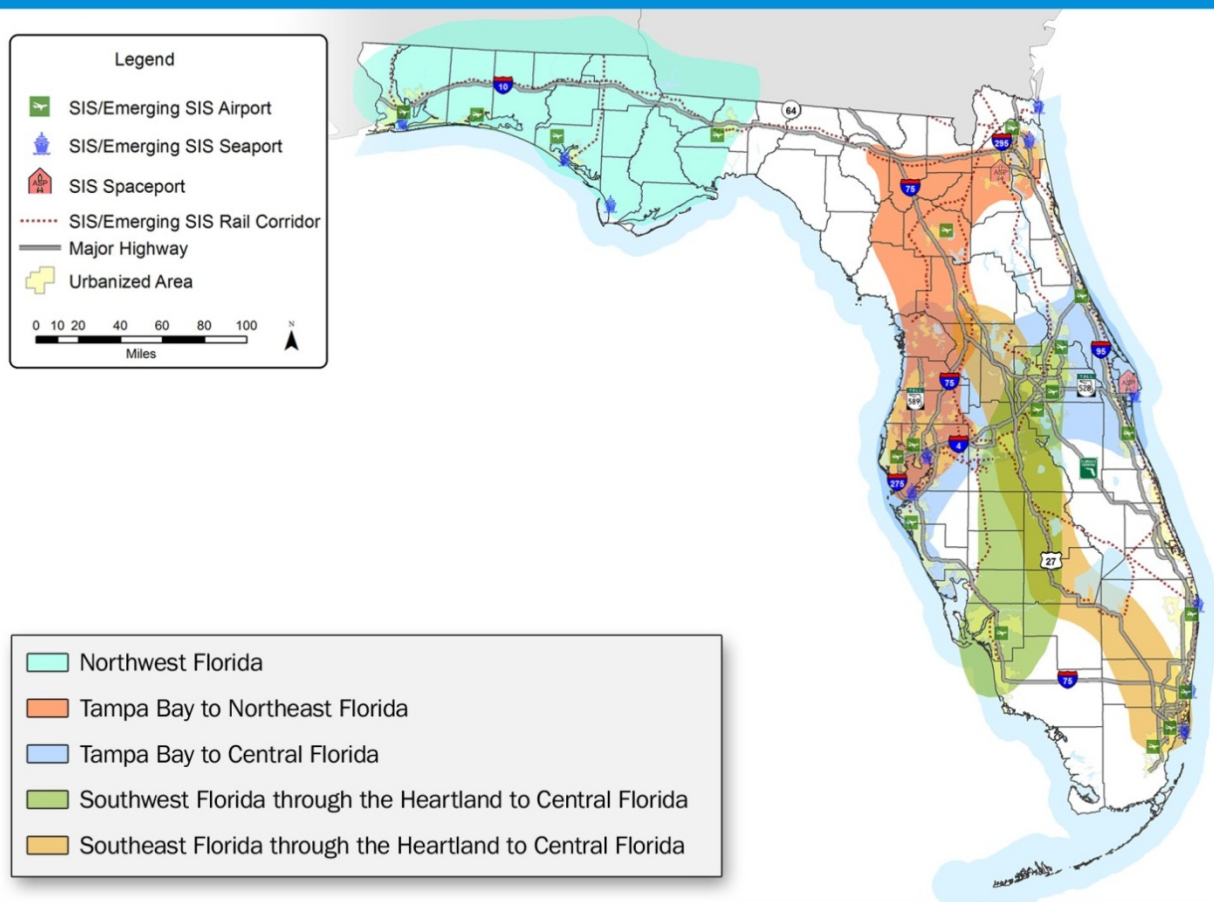
Who Will Be Involved in Planning and Developing Future Corridors?

As the lead agency for this initiative, FDOT will be working with a full range of statewide, regional, and local partners. A state agency working group, including the Departments of Environmental Protection, Economic Opportunity, Agriculture and Consumer Services, Fish and Wildlife Conservation Commission, and Federal Highway Administration is guiding the overall initiative. In specific study areas, FDOT will work with a wide range of partners, including environmental organizations, business and economic development organizations, utility providers, local governments, metropolitan planning organizations, regional planning councils, and public and private landowners to better understand how they envision the future of Florida.

What is the Future Corridors Initiative?

The Future Corridors initiative is a statewide effort led by the Florida Department of Transportation (FDOT) to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds upon the 2060 Florida Transportation Plan which calls for planning a transportation system that maintains our economic competitiveness by meeting current and future transportation needs for moving people and freight.

Florida's Future Corridors Initial Study Areas



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Florida's Future Corridors

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Tampa Bay to Northeast Florida

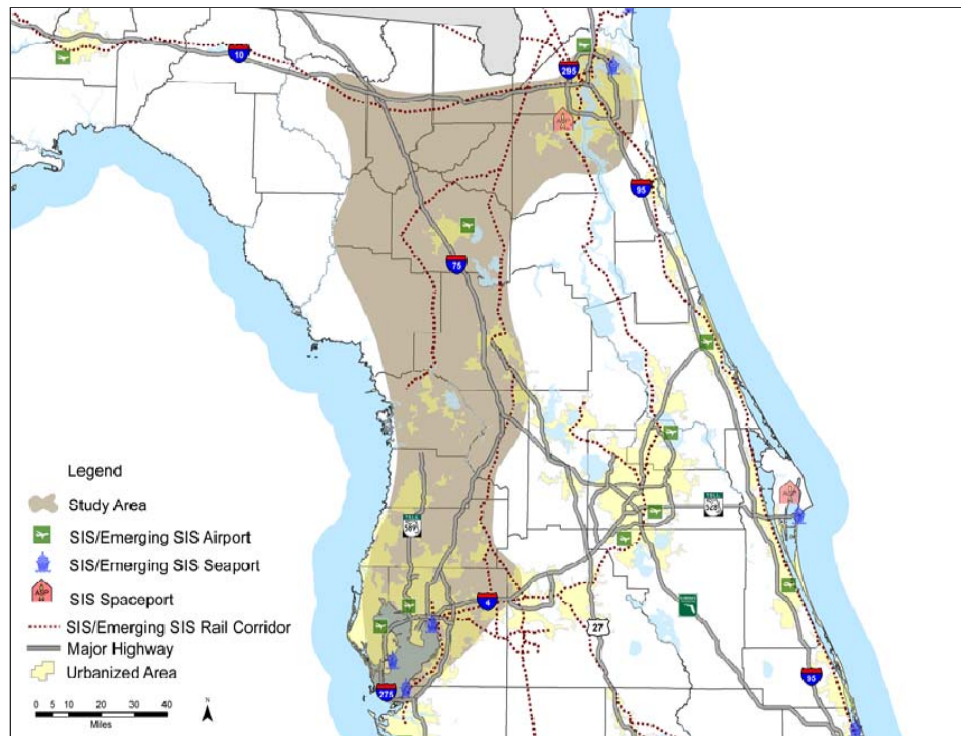


Overview

This study will assess the need for better connectivity between Tampa Bay and Jacksonville, two large regions that are not well connected today. An early focus will be on increasing safety and congestion concerns along Interstate 75 north of Wildwood. Initial steps will evaluate operational improvements to I-75 as well as potential extensions of the Suncoast Parkway or Florida's Turnpike to improve connectivity in the southern portion of the study area. The full study will explore a possible new connection between the Suncoast Parkway and I-75 in the Gainesville/Ocala area, as well as enhanced connectivity between Gainesville/Ocala and the Jacksonville area.

Concept Stage

- [Summary Report](#)
- [Technical Report](#)
- [Background Information](#)



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October 1, 2015

Steven Holmes, Executive Director
Florida Commission for the Transportation Disadvantaged (CTD)
605 Suwannee Street, MS-49, Tallahassee, Florida 32399
Dear Mr. Holmes:

This letter is written expressing concern for the proposed appointment of Ms. Lisa Hogan of Right Path Transportation to the Alachua County Local Coordinating Board (LCB) for the position of Private Transportation Industry representative.

The Center for Independent Living has served as a representative on the Alachua County Local Coordinating Board (LCB) for several years. Many of our clients use the Community Transportation service, and we also have a contract with the City of Gainesville Regional Transit System (RTS) to facilitate eligibility determination for the Americans with Disabilities Act (ADA) component of the RTS service. We are well versed in the provisions of F.S. Chapter 427, which outlines the requirements for the coordination of social service transportation throughout the state.

We are aware that in 2013, the Florida Legislature passed legislation mandating that all Medicaid recipients (with few exceptions) be enrolled with a Managed Care Organization (MCO). The legislation also included a provision that the MCOs would be responsible for transportation, and the MCOs subsequently contracted with Transportation Brokers to arrange and manage their transportation needs. Although some of the service is still provided through the coordinated Community Transportation system, many small companies have entered the area and are contracting with these brokers as well. It is of great concern that these operators are not held to the same operational, driver background, drug and alcohol testing and safety standards as the Community Transportation system is by the Florida Department of Transportation (FDOT) and the Commission for the Transportation Disadvantaged (CTD).

Many of our clients have expressed concern with the service they have received through these operators, and in some cases have opted to schedule their service through ADA (\$3.00 copayment) rather than go through the MCOs for their service. We feel this is an undue burden on the ADA service, as the Medicaid service through the MCOs has already been funded. In addition, every



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trip that is provided outside of the coordinated system increases costs for the remaining funding agencies, including ADA, and therefore represents a clear detriment and conflict of interest to the coordinated system.

The LCB is an advisory and approval board comprised of stakeholders in the system such as us that provides guidance and also approves rates for Transportation Disadvantaged, grant applications for funding and capital, Annual Operating Reports, and policy and service changes. Having an LCB member that operates service outside of the spirit and philosophy of coordinated transportation is of great concern, as it appears that the applicant seeking this appointment is making an attempt to gain advantage not only in the current marketplace but in upcoming procurements for Community Transportation Coordinator (CTC) and other contracts that are coordinated in the system, and will not support the tenants of F.S. 427. Given these circumstances, at this time, we cannot support the proposed appointment of Ms. Lisa Hogan of Right Path Transportation to the Alachua County Local Coordinating Board (LCB) for the position of Private Transportation Industry representative.

Thank you for your consideration of this matter. Please contact me if you wish to discuss this matter.

Cordially,

Tony Delisle, PhD
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