

EXHIBIT 1



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

February 16, 2016

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

RE: Transportation Regional Incentive Program (TRIP) Application

Dear Secretary Evans:

This letter is concerning the number one ranked project in Florida Department of Transportation District 2 in the Alachua/Marion County Regional Transportation Plan. The purpose of this letter is to transmit a new Transportation Regional Incentive Program (TRIP) grant application for SW 62nd Boulevard Extension. As you may know, this project is also in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's Year 2040 Cost Feasible Plan. This action was originally approved by the Alachua/Marion County Regional Transportation Plan Executive Committee at its meeting on December 9, 2013.

The enclosed application is for the completion of design and plans preparation of the project and right-of-way acquisition for the segment between SW 43rd Street to SW 52nd Street. The estimate for this segment cost is \$6 million.

Thank you for your assistance with obtaining funding for this project. If you have any questions concerning this matter, please do not hesitate to contact Scott Koons, AICP, Executive Director of at 352.955.2200, extension 101.

Sincerely,

Mayor Kent Guinn, Chair
Alachua/Marion County Regional Transportation Plan Executive Committee

Enclosure

xc: Barney Bennette, Florida Department of Transportation District 2
James Green, Florida Department of Transportation District 2

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**FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION REGIONAL INCENTIVE PROGRAM
APPLICATION**

District 2
TRIP

APPLICANT INFORMATION

Date: 02/09/2016

COUNTY NAME: Alachua

CONTACT PERSON: Teresa Scott, PE

TITLE: Director of Public Works

ADDRESS: PO BOX 490 - MS 58
Gainesville, FL 32627

PHONE: (352) 334-5070

EMAIL: scotta@cityofgainesville.org

PROJECT OVERVIEW INFORMATION

PROJECT PRIORITY NO (*Relative to other TRIP project applications*):

1

ROAD JURISDICTION (*Check only one*)

- On the State Highway System*
- Off the State Highway System (ie County or City Street)*
- Combination of on and off the State Highway system*

CHECK WHICH BEST DESCRIBES THE PROPOSED PROJECT (*Check only one*)

- Adding turn lanes or making major intersection improvements
- Adding additional lanes to an existing roadway
- Paving an existing unpaved roadway
- Building a new roadway on a new alignment

BRIEF PROJECT DESCRIPTION AND LOCATION (*ie Add 2 additional lanes to make 4-lanes on CR 123 from Main St to CR 345*) **Please include a location map:**

Construct a new 2-lane segment from SW 43rd St to the terminus of SW 52nd St, creating a connection to SW 40th Blvd. The project will alleviate congestion on the state highway system particularly along SR24, SR26, and SR131, and serve as a bypass to I-75 between the interchanges of SR24 and SR26. The project is also expected to reduce the overall incidence of crashes caused by congested conditions along the surrounding corridors.

See Appendix A for project location map.

PROJECT LENGTH (*in miles*):

0.81 miles

PROJECT ELIGIBILITY CRITERIA

The Department may only fund projects with TRIP funds meeting the below eligibility criteria. Please check yes or no to each listed criteria.

- | | | | | |
|---|-------------------------------------|-----|--------------------------|----|
| Does the project serve national, statewide or regional functions and function as part of an intergrated regional transportation system? | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| Is the project identified in the capital improvement element of the applicable local government comprhensive plan that is in compliance with requirements ? | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| Is the project included in the MPO LRTP, the STIP and TIP and consistent with the local goverment comprehensive plan ? | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| Is the project consistent with the Strategic Intermodal Plan developed under section 339.64 Florida Statutes ? | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| Is the project in compliance with local corridor management plans ? | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| Does the project have commitment of local, regional or private matching funds ? | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |

The Department will give priority to projects which meet the following criteria. *(Check below ALL that apply to this project)*

- Provides connectivity to the Strategic Intermodal System
- Supports econoimic development and goods movement in rural areas of critical economic concern designated under Section 288.0656 Florida Statutes
- Is subject to local ordinances that establish corridor management techniques
- Improves connectivity between military installations and the strategic highway network or the strategic rail corridor network
- Has matching funds available to be committed to this project

Describe below any clarification that may be needed regarding project eligibility criteria *(Attach additional sheets if necessary)*

The project implements a new corridor parallel to I-75, a SIS Highway Corridor, and it is expected to facilitate the operation of 2 main interchanges alleviating congestion and enhancing safety. Due to current conditions that limit north-south connectivity, the I-75 corridor is used by local traffic for short trips between the commercial/employment centers in the vicinity of the interchanges at SR24 and SR26, reducing capacity along the interstate. The I-75 Master Plan (FDOT, 2009) cites the congested conditions along the interstate and the need to separate the mainstream traffic from local traffic. The I-75 Sketch Interstate Plan (FDOT, 2010) cites this proposed new connector as a transportation project that has an impact on I-75, specifically indicating that "the initiatives taken by the Gainesville LRTP support the continuing view of maintaining the integrity and functional class of the interstate by maintaining high speed, long distance through and too traffic [... and the need to] alleviate the demand by providing alternative routes to for use by local motorists."

Describe the scope and any special characteristics of the project (ie Paving CR 123 from Main St to CR 345, include lane and shoulder width, culvert replacement, ditch regrading, bridge impacts, driveway turnouts or other significant characteristics of the project. Provide Typical Section drawings if available). Include a location map

The SW 62nd Blvd connector includes the design, right-of-way acquisition and construction of a 2-lane roadway including accommodation of bicycle, pedestrian and transit facilities. Specific features include 11 ft travel lanes, 5 ft sidewalks on both sides, protected bike lanes, and a new 380 ft bridge over Hogtown Creek. A project map is provided in Appendix A; a typical section is provided in Appendix B. The project design and construction take into account the desire for a future widening to 4-lanes as funding becomes available.

The SW 62nd Blvd project is a project of regional significance, consistent with adopted local, regional and state plans.

The 2060 Florida Transportation Plan (FTP) identifies key transportation strategies to achieve the State's goals of improved quality of life and prosperity and enhanced system performance. The SW 62nd Blvd project furthers the goals and objectives of the FTP as follows:

-“Provide a safe and secure transportation system”: The project will support safe and efficient mobility for people, services and emergency personnel through enhanced connectivity among all elements of the transportation system. It will serve as an alternative route to the SHS in the project area and it is expected to decrease traffic volumes on the surrounding roadway system by an average of 8%. The reduction in traffic volumes will result in a decrease in congestion levels and positively affect crash incidence, as it may be expected that the crash incidence in the study area may decrease at a similar rate;

-“Promote responsible environmental stewardship”: The project will strengthen coordination of land use and transportation reducing trip lengths and increasing public transportation and non-motorized trips; reduce energy consumption and transportation related green gas emissions; and preserve the environment by reducing roadway environmental impacts through the treatment of stormwater discharge;

-“Improve mobility and connectivity for people and freight”: The project will enhance multimodal transportation by integrating pedestrian, bicycle and transit components; improve transfer between modes by enhancing access to transit; and provide for both recreation and commuter bicycle travel by enhancing connectivity to existing and proposed urban trails.

-“Support a competitive economy”: the project will enhance access to major employment centers in Alachua County such as the University of Florida, Shands HealthCare, VA Hospital, North Central Florida Hospital, the Oaks Mall and Butler Plaza, serving the areas of greatest concentration of employment, population and housing densities, and correspondingly one of the highest transit trip origin/destination areas. In addition, the project will enhance economic competitiveness by supporting the region's infill land development goals as identified in the City's Comprehensive plan.

Provide any additional project specific information that should be considered.

The project is consistent with the Strategic Intermodal System Plan. As a parallel facility to I-75, a designated SIS corridor, this corridor will serve as an alternative route improving mobility and interregional connectivity. Furthermore, the project is consistent with the goals and objectives of the City of Gainesville as stated in the Transportation Mobility Element of the City's Comprehensive Plan. The overarching goal is to establish a transportation system that enhances compact development, redevelopment and quality of life while promoting multimodal transportation choices.

Four grants were made available through SAFETEA-LU for the development of SW 62nd Blvd as a four-lane connector with dedicated transit lanes between SR 24/Archer Rd and SR 26/Newberry Rd (FDOT Work Program, FY08-FY13). These grants were intended to identify projects to relieve traffic congestion on I-75 and improve system connectivity within the area. This funding was programmed for a Corridor Study (completed in 2008), PD&E (completed in 2011), and the construction of three interim projects that were completed in 2011. The remainder of \$1.2 million is allocated for the completion of the PD&E. A significant portion of the project between SR24/Archer Rd and SW 43rd St was completed by Butler Enterprises in 2015 in association with the Butler Plaza expansion. Butler Enterprises received a State Infrastructure Bank (SIB) loan in the amount of \$12.1 million (FDOT Work Program, FY14) to assist with the implementation of the project.

ADDITIONAL PROJECT INFORMATION

Right of Way

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

Yes No

Right-of-way acquisition will be conducted by FDOT according to federal regulations. The City of Gainesville will retain ownership and maintenance responsibility for all acquired lands. The funding packet for right-of-way acquisition will be comprised of local, state and federal funds. Local funds are currently available to initiate right-of-acquisition; this task can commence as soon as design is completed.

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

The corridor alignment falls on public and private lands. Private lands will be acquired for the construction of the road, for stormwater facilities, and for wetland mitigation to meet the project requirements. Land ownership was determined based on records from Alachua County Property Appraiser's office; the right-of-way needs will be refined during the design phase of the project.

Public Involvement

Have any public information, or community meetings been held?

Yes No

Describe public, and private, support for the project. (*Examples: Letters of support, public meetings, County Commission meeting, petitions, written endorsements, resolutions, etc.*)

An extensive public involvement process has been conducted for this project since 2008. The project is a regional priority and is listed as the single priority in the MTPO for TRIP funds, and as a priority in the 2040 Cost Feasible Plan. The project is also listed as City priority in the City's legislative agenda. Local stakeholders, such as the Chamber of Commerce among others, also support the project implementation. See Appendix C for documentation.

Matching Funds

County is eligible for, and requests, waiver of the required 50% of match

Yes No

If matching funds are proposed, explain the source and any limitations of those funds

The matching funds for this project are as follows: (1) private contribution of over \$12 million through the construction of the segment between SR24/Archer Rd and SW 43rd St; (2) MTPO 2040 Cost Feasible Plan in the amount of \$9 million, available in FY21-FY25; and (3) City of Gainesville contribution of \$1 million in funding collected through the Transportation Mobility Program Area. The project cost estimate is provided in Appendix D.

PROJECT COST ESTIMATE

Provide a summary of the estimated cost for the work being proposed. (Use whole numbers, a detailed project cost estimate must be attached to this application.)

Design Engineering & Plans Preparation	\$ 6,000,000
Construction	
Construction Engineering & Inspection Activities	
Total Estimated Cost	\$ 6,000,000

PROJECT FUNDING

<u>TRIP FUNDS</u>	<u>LOCAL FUNDS</u>	<u>TOTAL</u>
\$ 3,000,000	\$ 3,000,000	\$ 6,000,000
50%	50%	100%

Certification of Project Sponsor

I hereby certify that the proposed project herein described is supported by MTPO and the City of Gainesville (sponsoring entity) and that said entity:

- (1) Provide any required matching funds;
- (2) Shall enter into a Joint Participation Agreement (JPA) with the Florida Department of Transportation to perform the work;
- (3) Shall certify that no additional right of way is required to perform the work other than what is identified on page 4 of this application;
- (4) Has the legal right to construct the project within the identified right of way;
- (5) Shall acquire necessary permits required to construct the project;
- (6) Shall support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs included herein are reasonable and that MTPO and the City of Gainesville (sponsoring entity) will follow through on the project once programmed in the Florida Department of Transportation's Work Program.

Teresa Scott, PE

 Print Name
 Director of Public Works

 Title



 Signature
 02/09/2016

 Date

City of Gainesville

Inter-Office Communication

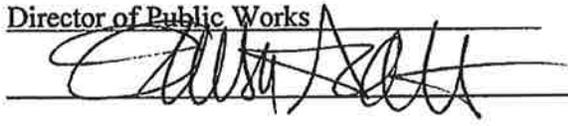
Date: 1/27/2015

To: Anthony Lyons

Title: Interim City Manager

From: Teresa Scott

Title: Director of Public Works

Signature: 

Department Name: Public Works

Department Number: 800

Subject: Absence from Office--Signature Authorization

I will be out of the city beginning Sunday, January 31, 2016 through Saturday, February 6, 2016 on approved leave and Monday, February 8 after 2:00 pm through Thursday, February 11, 2016 to attend FEMA's National Advisory Council meeting. During my absence Phil Mann will be acting Director and can be reached at ext. 8133 or cell phone: 352-316-6702 and is hereby authorized:

X Full signature and approval authority

OR

Limited signature and approval authority: (check below)

Document	Authorized Electronic Approval	Document	Authorized Signature Authority
PD, RQS, PVQ	<input type="checkbox"/>	Project Transmittals	<input type="checkbox"/>
RTE	<input type="checkbox"/>	Contracts	<input type="checkbox"/>
VISA	<input type="checkbox"/>	Travel Authorization Form	<input type="checkbox"/>
ESMT	<input type="checkbox"/>	Time Sheets/Leave Requests	<input type="checkbox"/>
		Petty Cash	<input type="checkbox"/>

Specify any additional documents the acting approver will need access to approve:

cc: Paul Folkers
CM Leadership Team
PW Leadership Team
DG_OutOfOffice@cityofgainesville.org

Appendix A: LOCATION MAP



SW 62nd BLVD OVERALL PROJECT CONTEXT AREA

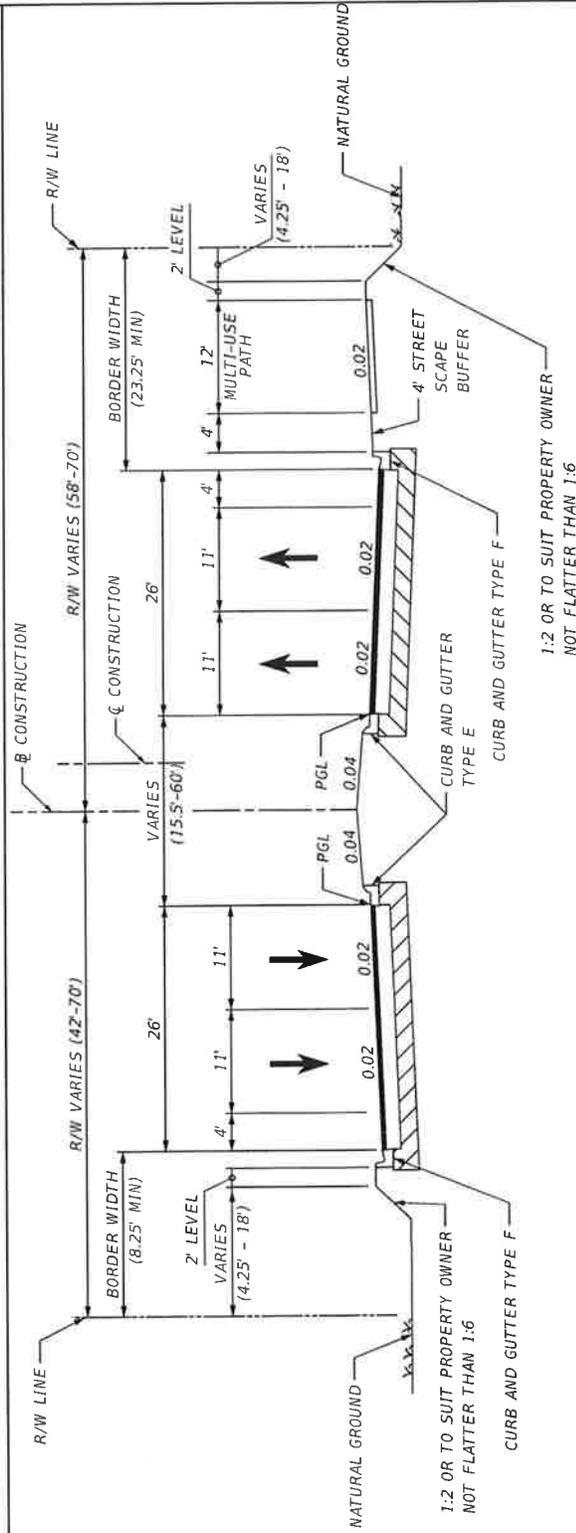
Project limits: SW 43rd St to SW 52nd St

Appendix B: TYPICAL SECTION

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 211365-4 FEDERAL AID PROJECT NO. S124002R COUNTY NAME ALACHUA
 SECTION NO. N/A ROAD DESIGNATION SW 62ND BOULEVARD LIMITS/MILEPOST N/A
 PROJECT DESCRIPTION SW 62ND BLVD CONNECTOR FROM SW 43RD STREET TO SR 26 (NEWBERRY ROAD)

PROPOSED ROADWAY TYPICAL SECTION BUILD ALTERNATIVE



TYPICAL SECTION

SW 62ND BOULEVARD

OPTION 4 TWO-WAY CYCLE TRACK RAISED SIDEWALK

DESIGN SPEED = 45 MPH

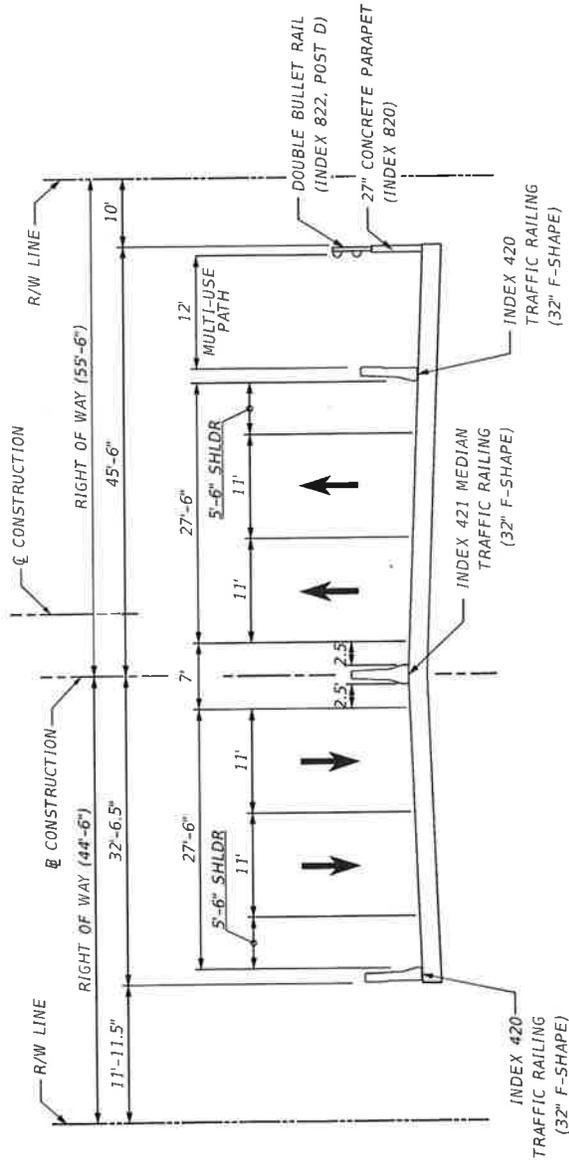
APPROVED BY: TERREL SHAW, P.E. 50096	FDOT CONCURRENCE	FHWA CONCURRENCE
Engineer of Record Signature and Date	TERESA SCOTT, P.E. Public Works Director	N/A Printed Name FHWA Transportation Engineer Date

STATES \$TIMES \$FILES\$

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 211365-4 FEDERAL AID PROJECT NO. 5124002R COUNTY NAME ALACHUA
 SECTION NO. N/A ROAD DESIGNATION SW 62ND BOULEVARD LIMITS/MILEPOST N/A
 PROJECT DESCRIPTION SW 62ND BLVD CONNECTOR FROM SW 43RD STREET TO SR 26 (NEWBERRY ROAD)

PROPOSED STRUCTURE SECTION



TYPICAL SECTION
SW 62ND BOULEVARD
HOGTOWN CREEK BRIDGE OPTION 2

DESIGN SPEED = 45 MPH

APPROVED BY: TERREL SHAW, P.E. 50096

FDOT CONCURRENCE

FHWA CONCURRENCE

Engineer Of Record Signature
and Date

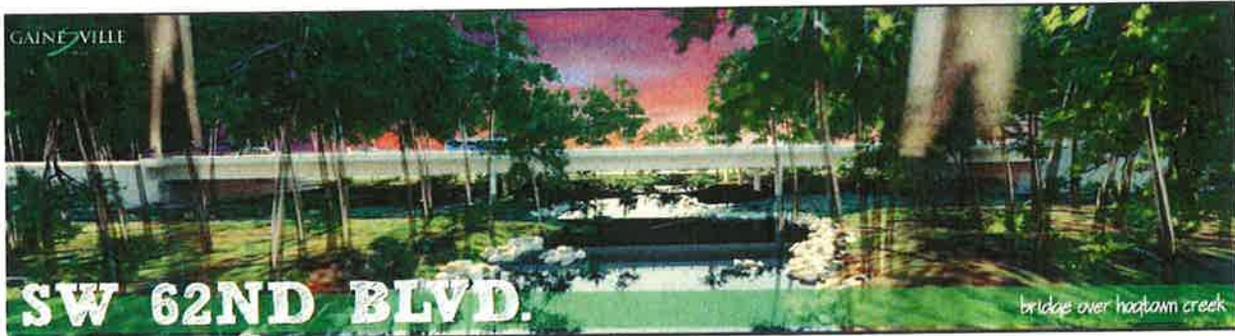
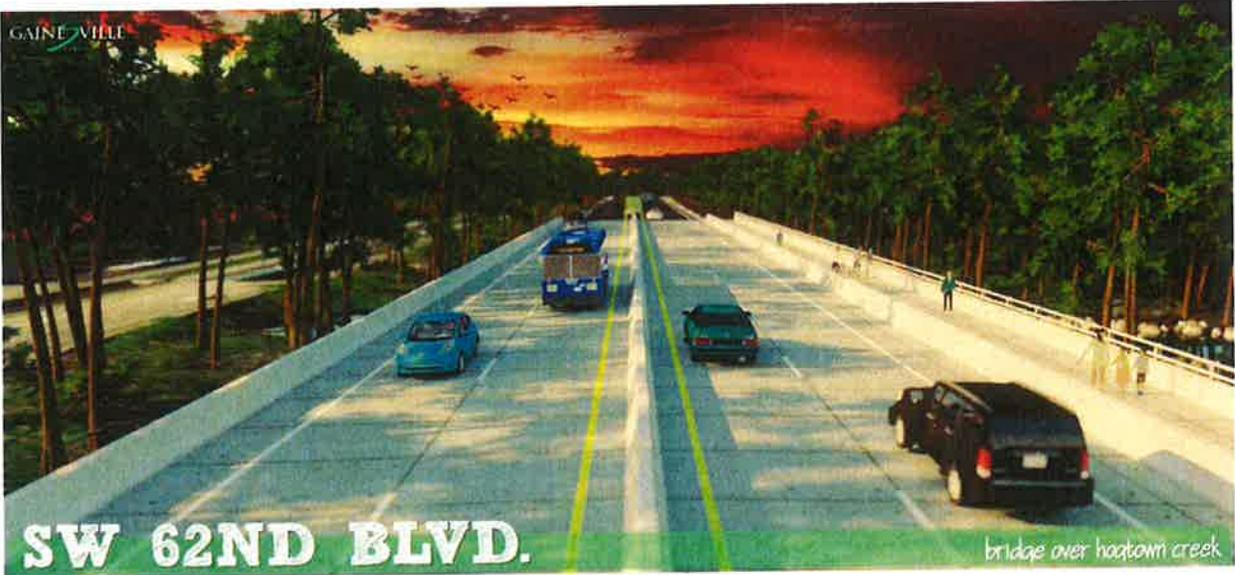
TERESA SCOTT, P.E.
Public Works Director

Printed Name
FHWA Transportation Engineer

Date

SUSERS SDATES \$TIMES \$FILES

**SW 62nd Blvd Bridge Renderings
(Full bridge cross-section)**



Appendix C: EVIDENCE OF SUPPORT

IV. BICYCLE/PEDESTRIAN ADVISORY BOARD- VACANT POSITIONS

Mr. Sanderson stated that the MTPO needs to fill one vacant position on the Bicycle/Pedestrian Advisory Board. He noted that Mr. Kyle Gorman could not attend the meeting, but did send a statement which was provided to each MTPO member

Ms. Suzanne Skadowski spoke regarding her Bicycle/Pedestrian Advisory Board candidacy.

MOTION: Commissioner Chase moved to appoint Suzanne Skadowski to the B/PAB for a term through October 31, 2016. Commissioner Hinson-Rawls seconded; motion passed unanimously.

Chair Wells requested that staff contact Mr. Gorman and encourage him to apply for the vacant City of Gainesville position on the Bicycle/Pedestrian Advisory Board.

V. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has submitted the Tentative Five Year Work Program for review and comment. He also discussed MTPO Advisory Committee recommendations. He noted that FDOT is also funding a \$100,000 multimodal emphasis corridor study.

Ms. Karen Taulbee, FDOT District 2 Transportation Specialist, discussed the new FDOT Tentative Work Program website, gave an overview of the Tentative Work Program and answered questions. She noted that there could be drainage and permitting issues with the State Road 121 turnlane project.

MOTION: Commissioner Pinkoson moved to request that the Florida Department of Transportation fund the number two priority in the long range transportation plan on the State Highway System- State Road 121 (NW 34th Street) turnlanes for location where they are needed, such as NW 23 Terrace, NW 25 Terrace and the entrance to Rock Creek subdivision. Commissioner Wells seconded, motion passed unanimously.

A member noted that the bus pullouts priorities should be included in the List of Priority Projects.

VI. TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

Mr. Sanderson stated that FDOT has \$1.2 million available for this program and is requesting the submittal of an eligible project. He said that the City of Gainesville is preparing an application for this funding. He asked the MTPO to appoint a City of Gainesville representative to the Alachua/Marion Regional Transportation Plan Executive Committee. He also noted that the Executive Committee needs to endorse the City's project before December 12, 2013.

Mr. Dave Schwartz, MTPO Attorney, discussed the Sunshine Law and teleconference meetings and answered questions.

Mr. James Bennett, FDOT District 2 Urban Transportation Development Engineer, discussed the TRIP Program.

Ms. Leistner discussed the City's SW 62 Boulevard corridor project and answered questions.

MOTION: Commissioner Bottcher moved to:

- 1. appoint to the Alachua/Marion Regional Transportation Plan Executive Committee- Commissioner Pinkoson as the Alachua County representative and Commissioner Hutchinson as his alternate and Commissioner Bottcher as the City of Gainesville representative and Commissioner Wells as her alternate;**
- 2. recommend that the Alachua/Marion Regional Transportation Plan Executive Committee approve the SW 62 Boulevard Connector Project from Archer Road to Newberry Road as the number one TRIP priority; and**
- 3. request that the City of Gainesville staff prepare a project description, cost estimate and schedule in time to submit it by the December 12, 2013 deadline.**

Commissioner Hinson-Rawls seconded, motion passed unanimously.

VIII. ELECTION OF OFFICERS

Mr. Sanderson stated that the MTPO needed to elect a Chair, Vice Chair and Secretary/Treasurer for the coming year. He identified the current officers and noted that the MTPO Chair traditionally alternates between the City Commission and County Commission.

MOTION: Commissioner Byerly moved to elect Commissioner Baird as the Chair, Commissioner Poe as the Vice Chair and Commissioner Hutchinson as the Secretary/Treasurer. Commissioner Hawkins seconded; motion passed unanimously.

Vice Chair Baird presented Commissioner Wells a plaque for his service as Chair.

IX. AUDIT REVIEW COMMITTEE

Mr. Sanderson requested that the MTPO appoint two members to an Audit Review Committee. He noted that the MTPO Secretary/Treasurer traditionally chairs this committee.

MOTION: Commissioner Hutchinson moved to appoint Commissioner Hutchinson and Commissioner Poe to the Audit Review Committee and to have Commissioner Hutchinson serve as Committee Chair. Commissioner Hawkins seconded; motion passed unanimously.

X. METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL REPRESENTATIVES

Mr. Sanderson asked the MTPO to appoint voting and alternate representatives to the Metropolitan Planning Organization Advisory Council (MPOAC) for the coming year.

MOTION: Commissioner Poe moved to appoint Commissioner Hutchinson as the voting representative and Commissioner Bottcher as the alternate representative to the Florida Metropolitan Planning Organization Advisory Council. Commissioner Byerly seconded; motion passed unanimously.

C. Transportation Regional Incentive Program Priorities

Table 3 identifies Transportation Regional Incentive Program project priorities for the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program.

Table 3
Transportation Regional Incentive Program Priorities
Fiscal Years 2016-17 to 2020-21
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Partially Funded	SW 62 Connector	FM: Williston Road [SR 331] TO: Newberry Road [SR 26]	SW 62 Boulevard extension project, including extension of SW 40 Boulevard south to SW 34 Street, extending it east to connect at Williston Road – regionally significant project: 1. would alleviate congestion along Interstate-75 between Newberry Road and Williston Road, and other state roads such as Archer Road [SR 24], SW 34 Street [SR 121], Newberry Road [SR 26]; 2. Improve system connectivity; and 3. add roadway capacity.

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

FM = From; SR = State Road; SW = Southwest

Initial Transportation Regional Incentive Program Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on Alachua County and City of Gainesville Comprehensive Plan Transportation Elements

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.

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

COMMITTEES:

VETERANS AFFAIRS
REPRESENTATIVE

TRANSPORTATION & INFRASTRUCTURE

MEMBERSHIPS:

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

CORRINE BROWN
5th DISTRICT, FLORIDA

REPLY TO:

WASHINGTON OFFICE

DISTRICT OFFICES:

July 22, 2015

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 reasons, 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,

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,

A handwritten signature in black ink that reads "Edward Jimenez".

Edward Jimenez
Chief Executive Officer
UF Health Shands

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TEL: (352) 414-4621

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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.

EXHIBIT 11

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

Appendix D: COST ESTIMATES

SW 62nd Blvd - COST ESTIMATES - Potential Alternatives

Evaluation Factor	No Build	Build Alternative	Interim Alternative (phased bridge acquire ROW for ponds in build out)	Interim Alternative (full bridge with limited pond ROW acquisition)	Interim Alternative (phased bridge with limited pond ROW acquisition)
Construction		\$46,643,193	\$14,724,848	\$19,464,158	\$14,724,848
Engineering (@ 8 % of construction)		\$3,731,455	\$1,177,988	\$1,557,133	\$1,177,988
Construction Engineering (@ 8% of construction)		\$3,731,455	\$1,177,988	\$1,557,133	\$1,177,988
Right-of-Way		\$24,800,012	\$15,147,306	\$10,635,369	\$10,635,369
Wetland Mitigation (\$125,000 per UMAM score)		\$760,000	\$612,500	\$612,500	\$612,500
Total Costs		\$79,666,115	\$32,840,630	\$33,826,293	\$28,328,693

		Build Alternative	Interim Alternative (phased bridge acquire ROW for ponds in build out)	Interim Alternative (full bridge with limited pond ROW acquisition)	Interim Alternative (phased bridge with limited pond ROW acquisition)
Right of Way					
Roadway and Ponds					
Roadway A (not selected)		\$10,695,839	n/a	n/a	n/a
Roadway B (not selected)		\$13,799,131	n/a	n/a	n/a
Roadway C		\$8,086,619	\$4,810,838	\$4,810,838	\$4,810,838
Floodplain Comp		\$2,538,563	\$2,538,563	\$2,538,563	\$2,538,563
Pond 2A		\$282,687	\$282,687	\$282,687	\$282,687
Pond 2B		\$2,711,542	\$2,711,542	n/a	n/a
Pond 3A		\$2,670,617	\$2,670,617	\$2,670,617	\$2,670,617
Pond 3A		\$0	\$0	\$0	\$0
Pond 3B		\$1,800,395	\$1,800,395	n/a	n/a
Pond 4		\$1,367,844	n/a	n/a	n/a
Pond 5A and Floodplain Comp 2		\$3,383,826	n/a	n/a	n/a
Pond 5B		\$3,000	n/a	n/a	n/a
Pond 5C		\$431,245	n/a	n/a	n/a
Pond 5D		\$789,824	n/a	n/a	n/a
Subtotal Roadway and Ponds		\$24,066,162	\$14,814,642	\$10,302,705	\$10,302,705
Noise Barriers					
W1		\$332,664	\$332,664	\$332,664	\$332,664
W2		\$188,826	n/a	n/a	n/a
W3		\$110,929	n/a	n/a	n/a
W5		\$101,431	n/a	n/a	n/a
Subtotal Noise Barriers		\$733,850	\$332,664	\$332,664	\$332,664
TOTAL RIGHT OF WAY		\$24,800,012	\$15,147,306	\$10,635,369	\$10,635,369
Wetland Mitigation					
UMAM	UMAM				
W1	0.80	\$100,000	\$100,000	\$100,000	\$100,000
W4	1.18	\$147,500			
W2	0.43	\$53,750	\$53,750	\$53,750	\$53,750
W3 and W5	3.67	\$458,750	\$458,750	\$458,750	\$458,750
Total	6.08	\$760,000	\$612,500	\$612,500	\$612,500

Note: Prepared by HNTB, January 2016.

