

Meeting Packet

December 12, 2022

5:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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

December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Adrian Hayes-Santos, Chair

SUBJECT: Meeting Announcement

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **December 12, 2022 at 5:00 p.m.** This meeting will be held in the **John R. "Jack" Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

If you have any questions concerning this matter, please contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

Attachments

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

**John R. “Jack” Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida**

**5:00 p.m.
December 12, 2022**

STAFF RECOMMENDATION

Page #3 I. Approval of Meeting Agenda and Consent Agenda Items APPROVE BOTH AGENDAS

The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.

Page #59 II. Florida Department of Transportation Tentative Five-Year Work Program 2023-24 to 2027-28 APPROVE STAFF RECOMMENDATION

The Florida Department of Transportation has submitted its Tentative Work Program for review and comment.

Page #83 III. Election of Officers ELECT OFFICERS

In April 2022, the Metropolitan Transportation Planning Organization elected Adrian Hayes-Santos as Chair, Mary Alford as Vice-Chair and Cynthia Moore Chestnut as Secretary/Treasurer. Subsequently in July 2022, Raemi Eagle-Glenn was elected as Vice Chair.

Page #85 IV. Audit Review Committee APPOINT MEMBERS

Each year, the Metropolitan Transportation Planning Organization appoints the Secretary/Treasurer and one other member to the Audit Review Committee.

Page #87 V. Florida Metropolitan Planning Organization Advisory Council APPOINT REPRESENTATIVES

Currently, Commissioner Reina Saco serves as the voting representative and Commissioners Marihelen Wheeler and Desmon Duncan-Walker serve as alternate representatives.

VI. Next Meeting

NO ACTION REQUIRED

The next Metropolitan Transportation Planning Organization meeting is scheduled for February 27, 2023 at 3:00 p.m.

VII. Comments

A. Florida Department of Transportation Report*

B. Public Comment*

This agenda item provides an opportunity for the public to address the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on any matter not included on the agenda. The comment period is limited to three minutes for each individual.

C. Metropolitan Transportation Planning Organization Members*

D. Chair's Report*

If you have any questions concerning agenda items, please contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

*No backup material included with the attached agenda material.



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

John R. “Jack” Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

**5:00 p.m.
December 12, 2022**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - October 24, 2022 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #13 CA. 2 Safety Performance Measures and Targets APPROVE STAFF RECOMMENDATION**
The Metropolitan Transportation Planning Organization needs to set safety performance measures and targets.
- Page #17 CA. 3 Citizens Advisory Committee - REAPPOINT MS. BULLOCK**
Nelle Bullock has reapplied for appointment to the Citizens Advisory Committee.
- Page #21 CA. 4 Passenger Rail Update - FOR INFORMATION ONLY**
At its October 24, 2022 meeting, the Metropolitan Transportation Planning Organization requested information concerning a passenger rail demand study.
- Page #45 CA. 5 Florida Metropolitan Planning Organization Advisory Council - 2023 Weekend Institute FOR INFORMATION ONLY**
The Florida Metropolitan Planning Organization Advisory Council will be scheduling its 2023 Weekend Institute.
- Page #47 CA. 6 Transportation Disadvantaged Program - Resolution of Appreciation APPROVE RESOLUTION OF APPRECIATION**
Jeffrey Aboumrad served as the Central Florida Community Action Agency representative since August 2014.

The Metropolitan Transportation Planning Organization has requested regular status reports concerning this program.

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium and
Via Communications Media Technology
Gainesville, Florida

October 24, 2022
3:00 p.m.

MEMBERS PRESENT

IN PERSON

David Arreola
Adrian Hayes-Santos, Chair
Charles Chestnut IV
Raemi Eagle-Glenn
Lauren Poe
Anna Prizzia
Reina Saco
Marihelen Wheeler

MEMBERS ABSENT

Ken Cornell
Cynthia Moore Chestnut
Gloria James
Desmon Duncan-Walker
Harvey Ward

OTHERS PRESENT

VIA COMMUNICATIONS
MEDIA TECHNOLOGY

See Exhibit A

STAFF PRESENT

VIA COMMUNICATIONS
MEDIA TECHNOLOGY

Scott Koons
Michael Escalante

MEMBERS PRESENT

VIA COMMUNICATIONS

MEDIA TECHNOLOGY

Karen Taulbee/Greg Evans

CALL TO ORDER - October 24, 2022

Chair Adrian Hayes-Santos called the meeting to order at 3:03 p.m.

DECLARE EXTRAORDINARY CIRCUMSTANCE DUE TO COVID-19 PANDEMIC

MOTION: Commissioner Wheeler moved to declare an extraordinary circumstance due to the COVID-19 pandemic and to conduct the meeting as a hybrid meeting enabling members that are not present in-person to participate in the meeting via communications media technology. Commissioner Prizzia seconded; motion passed 7 Yeas and 1 Nay.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Hayes-Santos asked for approval of the meeting agenda and consent agenda.

MOTION: Commissioner Arreola moved to approve the Consent Agenda and Meeting Agenda. Commissioner Prizzia seconded the motion; motion passed unanimously.

II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - AMERICAN RESCUE PLANNING ACT OF 2021 FEDERAL TRANSIT ADMINISTRATION ROUTE RESTORATION PLAN GRANT AWARD

Scott Koons, Executive Director, stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add an American Rescue Planning Act of 2021 grant award for a route restoration plan for the Regional Transit System. He discussed the project and answered questions.

MOTION: Mayor Poe moved to approve the Transportation Improvement Program Amendment for an American Rescue Planning Act of 2021 grant award for a route restoration plan for the Regional Transit System. Commissioner Charles Chestnut IV seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
David ARREOLA	X				
			Charles CHESTNUT IV	X	
			Raemi EAGLE-GLENN	X	
Lauren POE	X				
			Anna PRIZZIA	X	
Reina SACO	X				
			Marihelen WHEELER	X	
Adrian HAYES-SANTOS	X				
Totals	4	0		4	0

Motion passed unanimously.

III. PASSENGER RAIL

Mr. Koons stated that the Florida Department of Transportation will present an overview of passenger rail. He introduced Rickey Fitzgerald, Florida Department of Transportation Freight and Rail Office Manager.

Mr. Fitzgerald discussed:

- Passenger rail services in Florida;
- Passenger rail service industry trends; and
- Passenger rail projects.

MOTION: Mayor Poe moved to authorize the Chair to send letters to the:

- 1. Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida;**
- 2. Alachua County Board of County Commissioners and the municipalities within Alachua County requesting that those jurisdictions send letters to the Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida.**

Commissioner Arreola seconded;

FRIENDLY AMENDMENT

Chair Hayes-Santos suggested that staff research the scope and cost for a passenger rail demand study and report back to the Metropolitan Transportation Planning Organization. Amendment accepted by Mayor Poe and Commissioner Arreola.

MOTION AS AMENDED

Mayor Poe moved to authorize the Chair to:

1. Send letters to the:

- A. Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and**
- B. Alachua County Board of County Commissioners and the municipalities within Alachua County requesting that those jurisdictions send letters to the Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and**

2. Have staff research the scope and cost for a passenger rail demand study and report back to the Metropolitan Transportation Planning Organization.

Commissioner Arreola seconded; motion passed unanimously.

IV. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Hayes-Santos stated that its next scheduled meeting is December 12, 2022 at 5:00 p.m.

VII. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

There was no report.

B. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

There were no member comments

C. PUBLIC

There were no public comments.

D. CHAIR'S REPORT

Mr. Koons noted that the meeting was the last meeting for Karen Taulbee, Florida Department of Transportation District 2, Urban Planning Manager, because she will be retiring in November 2022. He and several members thanked her for her service.

ADJOURNMENT - The meeting was adjourned at 3:43 p.m.

Date

Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

Interested Citizens

None

Alachua County

Corbin Hanson*
Alan Yeatter
Chris Dawson

City of Gainesville

Cynthia Curry*
Jesus Gomez*
Deborah Leistner*
Malisa McCreedy*

**Florida Department
of Transportation**

Brian Austin*
Rickey Fitzgerald*

* Via communications media technology
Provided written comments

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

**John R. "Jack" Durrance Auditorium and
Via Communications Media Technology
Gainesville, Florida**

**3:00 p.m.
October 24, 2022**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - August 22, 2022 APPROVE MINUTES**
- This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #21 CA. 2 Transportation Alternatives Program/
Safe Routes to School/
Shared-Use Nonmotorized Trail Applications APPROVE STAFF
RECOMMENDATION**
- The Florida Department of Transportation will be notifying agencies concerning the Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail grant application cycles.
- Page #27 CA. 3 2023 Meeting Schedule APPROVE STAFF
RECOMMENDATION**
- The Metropolitan Transportation Planning Organization 2022 Meeting Schedule needs to be approved.
- Page #31 CA. 4 Selection of Auditor for Fiscal Year 2021-22,
Fiscal Year 2022-23 and Fiscal Year 2023-24 APPROVE AUDIT COMMITTEE
RECOMMENDATION**
- The recommended auditor for the next three years is Powell and Jones, Certified Public Accountants.
- Page #33 CA. 5 Engagement Letter for Fiscal Year 2021-22 Audit APPROVE STAFF
RECOMMENDATION**
- The audit this year will be prepared by Powell and Jones, Certified Public Accountants.

Page #41 CA. 6 Proposed Amended Budget for Fiscal Year 2021-22 APPROVE STAFF RECOMMENDATION

This amended budget will allow staff to monitor Metropolitan Transportation Planning Organization expenditures and make appropriate adjustments as needed.

Page #45 CA. 7 Florida Department of Transportation Office of Inspector General Audit Report FOR INFORMATION ONLY

The Florida Department of Transportation Office of Inspector General has completed an audit of Metropolitan Transportation invoices and has issued its audit report.

Page #63 CA. 8 Transit Ridership Status Report FOR INFORMATION ONLY

The Metropolitan Transportation Planning Organization has been monitoring ridership recovery from the Covid-19 Pandemic.

Page #75 CA. 9 Florida Department of Transportation Safety Newsletter - Traffic Safety Talk FOR INFORMATION ONLY

The Florida Department of Transportation District 2 Safety Office has provided a newsletter concerning several transportation safety issues.

Page #85 CA. 10 Florida Transportation Disadvantaged Program - Transportation Disadvantaged Community Transportation Coordinator Designation APPROVE STAFF RECOMMENDATION

This agenda item concerns the use of a competitive request for proposals process for the selection of the Alachua County Community Transportation Coordinator.

Page #87 CA. 11 Transportation Disadvantaged Program - Status Report FOR INFORMATION ONLY

The Metropolitan Transportation Planning Organization has requested regular status reports concerning this program.



December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director *SRK*
SUBJECT: Safety Performance Measures and Targets

STAFF RECOMMENDATION

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

Safety Topic	Performance Measure	Target
1	Fatalities	Zero
2	Serious Injuries	Zero
3	Non-Motorized Fatalities and Serious Injuries	Zero
4	Fatalities Per 100 Million Vehicle Miles Travelled	Zero
5	Serious Injuries Per 100 Million Vehicle Miles Travelled	Zero

Please note that the since the Florida Department of Transportation Tentative Work Program was not available for advisory committee review, the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee meetings were cancelled.

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act continues the implementation of the performance measures federal legislation. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to annually set safety targets for fatalities and serious injuries. The Metropolitan Transportation Planning Organization initially set safety targets for fatalities and serious injuries at its December 4, 2017 meeting.

Staff has been coordinating with the Florida Department of Transportation. Exhibit 1 is the Florida Department of Transportation Strategic Highway Safety Plan implementation summary brochure. A summary of the Florida Department of Transportation statewide safety targets is listed in the matrix above.

Attachment

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WHAT IS THE STRATEGIC HIGHWAY SAFETY PLAN (SHSP)?

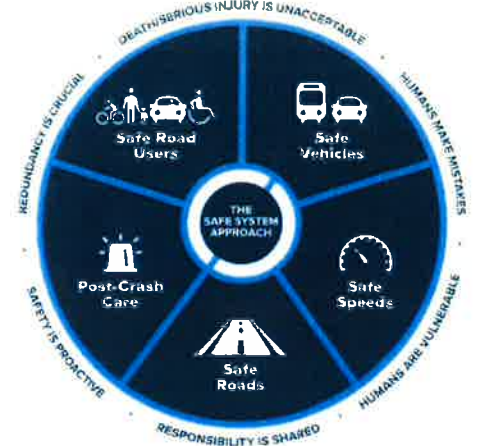
The SHSP is a statewide safety plan developed by FDOT and its safety partners as a framework for eliminating fatalities and serious injuries on all public roads. This framework is the guide for how Florida's traffic safety partners will move toward the vision of a fatality-free transportation system during the next five years. To achieve this vision, this SHSP affirms the target of zero traffic fatalities and serious injuries.

This SHSP deepens our resolve to aggressively reduce fatal and serious injury crashes in Florida. It introduces Florida to a "Safe System" approach promoted by the Federal Highway Administration to address all elements of a safe transportation system in an integrated manner. This approach means new priorities and strategies; enhanced and new partnerships; and committing more of our time, talent, and resources. We believe our collective commitment will help all of us make significant progress toward this vision in the next five years and beyond.

KEY STRATEGIES

Safety professionals typically focus on four major approaches for reducing fatalities and serious injuries, the 4Es of traffic safety: Engineering, Education, Enforcement, and Emergency Response.

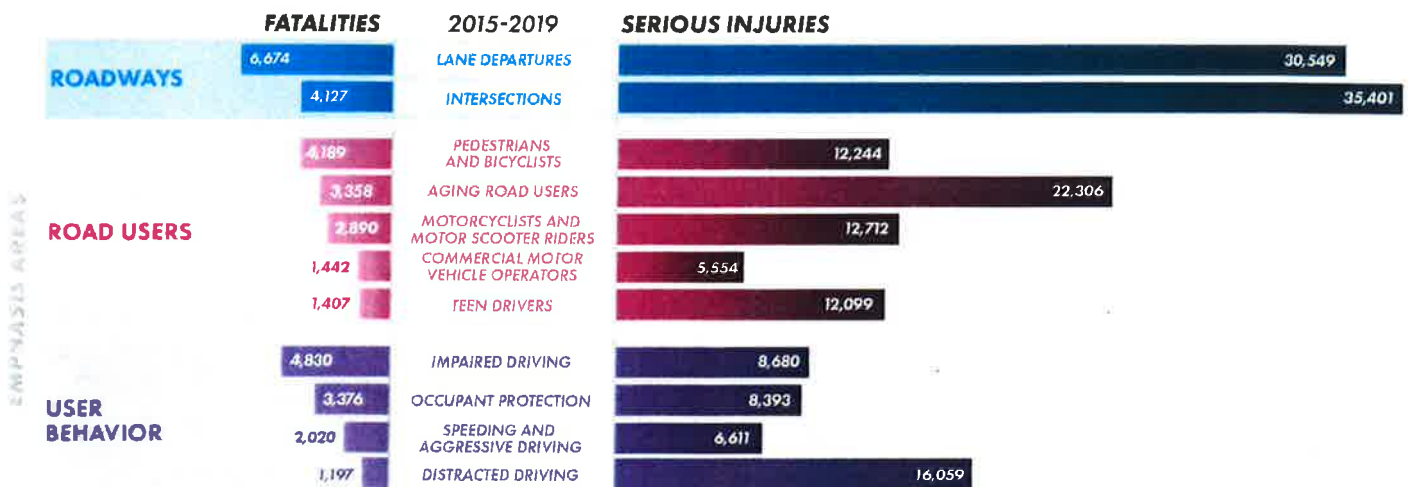
While these continue to be key approaches for this SHSP, we are also thinking more broadly by adding four additional approaches, the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies. This broader approach examines how factors such as urban design and land use decisions contribute to safer communities, and how emerging technologies can reduce fatalities and serious injuries.



EMPHASIS AREAS

Through data analysis, we identified the top 12 emphasis areas and organized them into three categories – Roadways, Road Users, and User Behavior – supported by traffic records and information systems as the foundation for data-driven decisions. In addition to these existing emphasis areas, we are watching the data for six additional areas that are either high-risk or high-impact crashes that are a subset of an existing emphasis area such as work zones, drowsy and ill driving, and rail crossings or are areas of emerging risk and innovations where safety implications are unknown, such as roadway transit, micromobility, and connected and automated vehicles.

These emphasis areas provide focus to our safety initiatives. Projects are planned, delivered, and maintained at the direction of transportation professionals throughout the state. Coalitions that support the emphasis areas bring together partners to analyze data, create strategic action plans, implement programs, monitor performance, and provide accountability across coalitions.



TRAFFIC RECORDS AND INFORMATION SYSTEMS

THE FOUNDATION FOR DATA-DRIVEN DECISIONS



For more information:
Florida Department of Transportation, Safety Office
(850) 414-3100 | www.fdot.gov/safety/



OUR CALL TO ACTION

Florida's safety vision begins and ends with a single word:

ZERO

Zero fatalities. Zero injuries. Zero families, communities, and workplaces impacted by the tragedy of a life lost or permanently changed by a serious injury.

Achieving **zero** takes everyone working together. None of us can do this alone.
We can all do something.

If you are...

An individual – choose daily to practice safe driving, riding, and walking behaviors, avoid unnecessary risks, and share the road safely with other road users.

A family member or caregiver – teach children from the youngest age about the importance of safety, and monitor the driving skills of family members for signs of changes in vision, physical abilities, and cognition.

A business or military base – adopt policies requiring employees to practice safe driving behavior while on the clock, support additional transportation options, and encourage safe behavior 24/7.

A school – teach and promote traffic safety through interactions with children, parents, and caregivers.

A local government – adopt rules and policies that promote safety and make transportation and land use decisions to support safe communities for all residents.

A law enforcement officer – enforce traffic laws, demonstrate and encourage positive behavior, and work with local governments to identify and reduce risks.

A prosecutor or part of the court system – ensure penalties are applied for safety-related offenses.

A transportation planner or engineer – prioritize and advance proven practices for making our streets, roads, and intersections safer.

FDOT, FLHSMV, and other state agency staff – continue a strong commitment to improving roadway safety through resource allocation, policy support, and organizational leadership.

An elected official – make safety a high priority for our state through proactive and visible leadership.

An insurance company – provide strong financial incentives for safe driving practices.

An emergency response or health professional – continually enhance the timeliness of response to crashes and the quality of care for crash victims.

A vehicle manufacturer or technology provider – develop and refine vehicle and roadside systems to reduce driver or rider error and prevent crashes.

A hospitality professional – provide information to your visitors for traveling safely while touring Florida.

A realtor or residential property manager – provide information to new Florida residents to educate them on traffic safety in and around their new community.

Together, we can make progress each year – and together, we can achieve our **vision of zero**.

To learn more on how you or your organization can take action and support this vision, please visit **www.fdot.gov/safety**



For more information:
Florida Department of Transportation, Safety Office
(850) 414-3100 | www.fdot.gov/safety/






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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Citizens Advisory Committee Vacant Position

STAFF RECOMMENDATION

Reappoint Nelle Bullock to the Citizens Advisory Committee for a term ending December 31, 2025.

BACKGROUND

Nelle Bullock has applied to serve an additional three-year term on the Citizens Advisory Committee. Her application for reappointment is attached as Exhibit I.

Attachment

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE
APPLICATION

Please return to:

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
c/o North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

Date: 12-1-2022

NAME Nelle Bullock
ADDRESS 3546 NW 23rd Place
CITY/STATE/ZIPCODE Gainesville FL 32605
EMAIL Nellebullock@bellsouth.net
TELEPHONE (HOME) 352-371-7691
(WORK) N/A
(CELL) 352-514-2817

HOW LONG A RESIDENT OF ALACHUA COUNTY? 17 YEARS
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES _____ NO X
OCCUPATION retired social worker (LCSW)
EDUCATION Master's

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

Transportation Disadvantaged MARTIN County 80's; 90's;
until 2005. CAC since ?

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

Too many to list

I will attend meetings in accordance with the adopted Bylaws of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. If at any time my business or professional interests conflict with the interests of this board or committee, I will not advocate for any projects or activities from which I may receive financial benefit. Should any business of this board or committee constitute a conflict of interest, I will declare a conflict of interest and submit a Conflict of Interest Form (Form 8B). Additional information on me may be secured from: (List three references - name, address, and telephone number)


Signature

Nelle A. Bullock

Additional information may be attached to this form



December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons AICP, Executive Director 
SUBJECT: Passenger Rail Update

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its October 24, 2022 meeting, the Metropolitan Transportation Planning Organization received a presentation from the Florida Department of Transportation on passenger rail. Subsequent to the presentation, the Metropolitan Transportation Planning Organization approved a motion to:

1. *Send letters to the:*
 - A. *Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and*
 - B. *Alachua County Board of County Commissioners and the municipalities within Alachua County requesting that those jurisdictions send letters to the Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and*
2. *Have staff research the scope and cost for a passenger rail demand study and report back to the Metropolitan Transportation Planning Organization.*

Staff researched passenger rail demand study. Attached are the:

- Exhibit 1 - Rail Feasibility Analysis Summary Report - Tampa Bay to Northeast Florida;
- Exhibit 2 - Florida Department of Transportation email stating the study cost \$100,000; and
- Exhibit 3 - Capital Region Transportation Planning Authority email stating it is waiting for a Florida-Atlantic Rail study report.

Attachments

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Rail Feasibility Analysis Summary Report

Tampa Bay to Northeast Florida

Financial Project ID: 405776-1-12-21



FEBRUARY 2018

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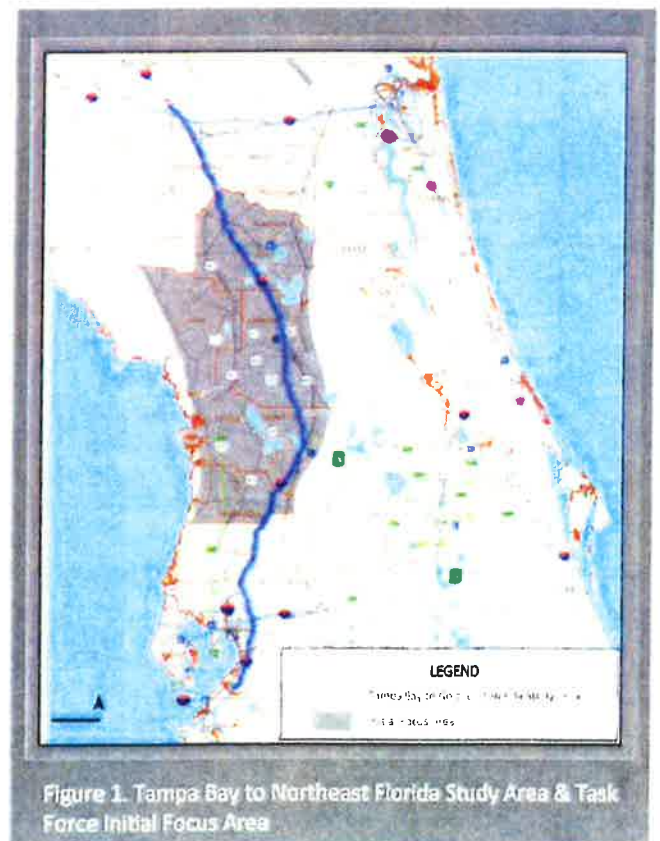
Introduction

This **Rail Feasibility Analysis Summary Report** documents the technical analysis conducted by the Florida Department of Transportation (FDOT) to evaluate the **feasibility of enhanced or new intercity passenger rail service** between Tampa Bay and Northeast Florida. Based on recommendations resulting from the I-75 Relief Task Force, the North I-75 Master Plan Study (August 2017) was initiated to evaluate I-75 and parallel corridors as a system and determine their ability to accommodate the future congestion. To supplement that effort, this rail feasibility analysis was initiated to consider the need for enhanced passenger rail and to evaluate the feasibility of this alternative mode to address **future regional travel demand** within the study area. Consistent with the North I-75 Master Plan Study, this evaluation considers interregional transportation needs through the year 2040 planning horizon.

Background

In 2013, FDOT completed a high-level **Concept Study** that assessed transportation needs in a 19-county area extending from Tampa Bay to Northeast Florida incorporating two of the state's most populated regions (refer to Figure 1). The study identified long-term mobility and connectivity needs include growing demand for moving people and freight; increasing delay and decreasing reliability on I-75 and other existing highways; significant crash rates along portions of I-75, as well as other regional facilities; limited modal options; and limited connectivity to Rural Areas of Opportunity and other places targeted for economic development. The Concept Study recommended FDOT conduct a more detailed Evaluation Study to assess the feasibility of developing a multimodal transportation corridor between the northern portion of the Tampa Bay region and I-75. The study also recommended this corridor be considered in the context of a long-term vision of improving connectivity between Tampa Bay and Northeast Florida. The Concept Study was developed as part of **Florida's Future Corridors** planning process, a cooperative effort between FDOT and statewide, regional and local partners to envision and plan Florida's major statewide, multimodal transportation corridors.

In October 2015, based on the results of the Concept Study, FDOT Secretary Jim Boxold established the **I-75 Relief Task Force** (Task Force) for the purpose of providing consensus recommendations for maximizing existing and developing new high-capacity transportation corridors to serve the Tampa Bay to Northeast Florida study area, with initial emphasis on the area along and to the west of I-75. The Task Force included 21 members representing state agencies, local governments, Regional Planning Councils (RPCs), environmental organizations, businesses, economic development interests, and the public. The Task Force's primary focus was on developing strategies to provide congestion relief on I-75, which serves as a critical gateway to Florida for both people and freight. The Task Force focused on identifying mobility needs in six counties along and to the west of I-75 through their Initial Focus Area (Alachua, Citrus, Hernando, Levy, Marion, and Sumter counties). As a result of data collected during the Task Force, the study noted that I-75 faces significant safety, efficiency, and reliability issues today—all of which are anticipated to become more significant as the state's population, visitors, economy, and trade flows continue to grow.



The Task Force developed a **framework of potential short, medium, and long-term solutions** for enhanced and new high-speed, high-capacity transportation corridors for further study. The primary and immediate strategy recommended by the Task Force was to further evaluate the transformation of I-75 from Hernando to Columbia counties through capacity and operational improvements. Additionally, the range of options included both maximizing the use of existing transportation facilities and developing new transportation facilities, with consideration of multiple modes. These Task Force recommendations included consideration of potential regional and interregional multimodal transportation solutions for further evaluation. The Task Force also reiterated the longer-term goal of providing better connectivity between Tampa Bay and Northeast Florida. As described in the [I-75 Relief Task Force Recommendations Report](#)¹, the Task Force framework included the following freight and passenger mobility strategies for further evaluation and consideration of the multimodal opportunities and constraints within the larger study area between Tampa Bay and Northeast Florida.

1. Immediately optimize existing transportation corridors

The Task Force recommended FDOT continue to implement and evaluate these strategies as near-term opportunities where feasible.

- **Improve intercity bus and rail connectivity and service.** Intercity bus and rail connections from Tampa to Jacksonville primarily occur through Orlando rather than the Initial Focus Area. Projected growth in population, jobs, and visitors is anticipated to increase demand for a range of transportation choices. The Task Force recommended FDOT work with federal agencies, local governments, and the private sector to facilitate intercity bus and rail services, such as providing access for intercity bus operators at I-75 rest areas or Turnpike service plazas and supporting connectivity and interoperability between intercity bus, rail, and local public transportation systems to enable customers to complete end-to-end trips using a single ticket.

2. Evaluate potential enhancements to, or transformation of, existing transportation corridors

Both the consideration of freight and passenger rail enhancements were identified as medium-term strategies that could be implemented based on evaluation studies after further analysis of travel demand and feasibility.

- **Expand freight rail capacity and connectivity, with emphasis on the S-line.** CSX Transportation invested in improvements during the past decade to add capacity to the S-line, and estimates the S-line has sufficient capacity to accommodate anticipated growth in freight demand for the foreseeable future. In view of planned seaport expansions and intermodal logistics centers, the Task Force encouraged FDOT to work with CSX to identify future S-line capacity needs both within and outside of the Initial Focus Area, including additional sidings or spot improvements, improved intermodal terminal capacity, and enhanced connectivity to seaports and industrial sites. The Task Force also encouraged FDOT to work with CSX and the Florida Northern Railroad to explore opportunities for the use of existing and abandoned rail right of way for freight service, while maintaining prior investments in converting rail to trails. The Task Force recommended FDOT work with local governments and railroads to minimize potential impacts of expanded freight rail operations on existing communities by improving rail/highway intersections and by ensuring compatible land uses around rail corridors and terminals; and
- **Provide more choices for long-distance travel by residents and visitors, including enhancing intercity bus services and creating passenger rail services.** The Task Force recommended FDOT work with the rail industry to evaluate opportunities for linking cities such as Gainesville and Ocala to the statewide and national passenger rail network. These options could build on existing corridors such as the S-line, reuse of shortline and abandoned rail right of way, and/or development of new rail corridors.

¹ [https://www.flhew.com/wp-content/uploads/2017/05/I-75-Relief-Task-Force-Recommendations-Report.pdf](#)

As part of FDOT's Future Corridors planning process, FDOT collaborated closely with state, regional, and local agencies; environmental stakeholders, business and economic development organizations; private landowners; and the public to develop **Guiding Principles** for corridor planning and recommendations on where future corridors should be located, and give guidance on how to balance considerations of conservation, countryside, and centers and communities when making decisions about the future of the study area's transportation corridors. The Task Force refined and recommended [20 Guiding Principles](#)² including the following multimodal strategies:

- Improve connectivity for transportation and other infrastructure to established and emerging regional population and employment centers.
- Make optimal use of existing transportation facilities before adding new capacity to existing facilities or developing new facilities.
- Direct strategic investments to transportation corridors that will provide better access to regional employment centers and other economic assets or provide better connectivity to global markets.
- Plan enhanced or new transportation corridors, where appropriate, to accommodate multiple modes of transportation, including opportunities for active transportation, and to accommodate multiple uses, including utility infrastructure.
- Plan rail and transit elements of future transportation corridors to support compact development locations and to encourage public transportation ridership.

Purpose of Study

In response to the Task Force recommendation to evaluate providing more choices for long-distance travel, this rail feasibility study was initiated to analyze the feasibility of enhanced or new intercity passenger rail services. This *Rail Feasibility Analysis Summary Report* evaluates the **future need for enhanced or new intercity passenger rail** between Tampa Bay and Northeast Florida, including an analysis of existing and historical rail corridors. The feasibility analysis considered existing and planned multimodal connections, freight rail connectivity, and consideration of regional and interregional transit linkages that could support regional trips between the two metropolitan areas. This summary report includes documentation of existing and future conditions and an evaluation of qualitative and quantitative criteria to analyze the potential feasibility of enhanced passenger rail including ridership demand, service benefits, cost considerations, and environmental factors.

Study Area

To further evaluate the Task Force's recommendation of providing **enhanced regional connectivity** between Tampa Bay and Northeast Florida, the study area for this passenger rail feasibility analysis encompasses the counties between the two metropolitan regions. The study area is consistent with the Tampa Bay to Northeast Florida study area previously analyzed as part of the Concept Study (see Figure 1 shown previously).

² <http://fdot.com/future-corridors/transportation/20-guiding-principles>

Existing and Historical Conditions

Socioeconomic Characteristics

Historically, intercity passenger rail was a predominant mode of travel within the state. Although Tampa and Jacksonville are two of Florida's largest metropolitan areas today, the catalyst of economic growth and development for both areas is owed in large part to the construction of rail lines to these cities during the 1880's. During the late 1800's, Henry B. Plant's newly constructed rail line and hotels attracted visitors and industries to Tampa Bay³, while Jacksonville served as the gateway to Florida's east coast resort towns along Henry Flagler's Florida East Coast Railway⁴. The area connecting these two metropolitan areas is historically rural in nature when compared to Tampa Bay and Jacksonville, and the average population density between the urban areas is lower than Central and South Florida⁵. Numerous small towns and communities exist between the larger cities of Tampa, Ocala, Gainesville and Jacksonville within the study area. These communities generally follow the patterns of historical rail lines, although many of these railroads have since been abandoned or exclusively serve freight.

According to the socioeconomic projections, Hillsborough County's population, inclusive of the Tampa Bay region, is expected to increase by nearly 700,000 people from 2010 to 2040 (56% increase)⁶. Similarly, the population in Duval County surrounding the Jacksonville metropolitan area is expected to grow by over 300,000 people by 2040 (37% increase)⁶. Between these metropolitan regions and within the study area, the Villages, Ocala, and Gainesville serve as centralized residential and employment hubs, each with unique socioeconomic characteristics and **continued population growth**. The Villages and the Sumter County metro area have experienced the fastest-growing population in the country for multiple consecutive years⁷, with a median age of 66⁸ characteristic of the significant retirement community population. Ocala in Marion County is a growing freight hub with several existing and planned large distribution centers as well as a key tourist destination (known as the horse capital of the world). Gainesville and Alachua County are home to the University of Florida and a recognized hub for biotech industries. The large student population introduces seasonal fluctuations in population and substantial traffic demand during events and holidays. The socioeconomic diversity, unique land use characteristics, and varying travel markets within these large cities create a distinct opportunity for increased population growth and **interregional transportation connectivity**.



Figure 2. Florida Megaregion
Source: America2050.org

Most of the nation's rapid population growth and economic expansion is expected to occur in 11 megaregions (large networks of metropolitan regions). The Florida megaregion, with the principal cities of Miami, Orlando, Tampa and Jacksonville, is one of the **fastest growing megaregions** in the nation⁹. Florida's projected population growth and increasing demand for economic linkages between Southeast Florida's global business hub, Central Florida's internationally known destinations and the diverse industries of Tampa Bay and Northeast Florida create a unique

³ <https://myfloridahistory.org/frontiers/article/75>

⁴ <https://myfloridahistory.org/date-in-history/april-15-1896/first-train-henry-flagler%E2%80%99s-florida-east-coast-railroad-arrived-miami>

⁵ <https://www.census.gov/popest/data/totals/2017/population/2017-population-estimates.html>

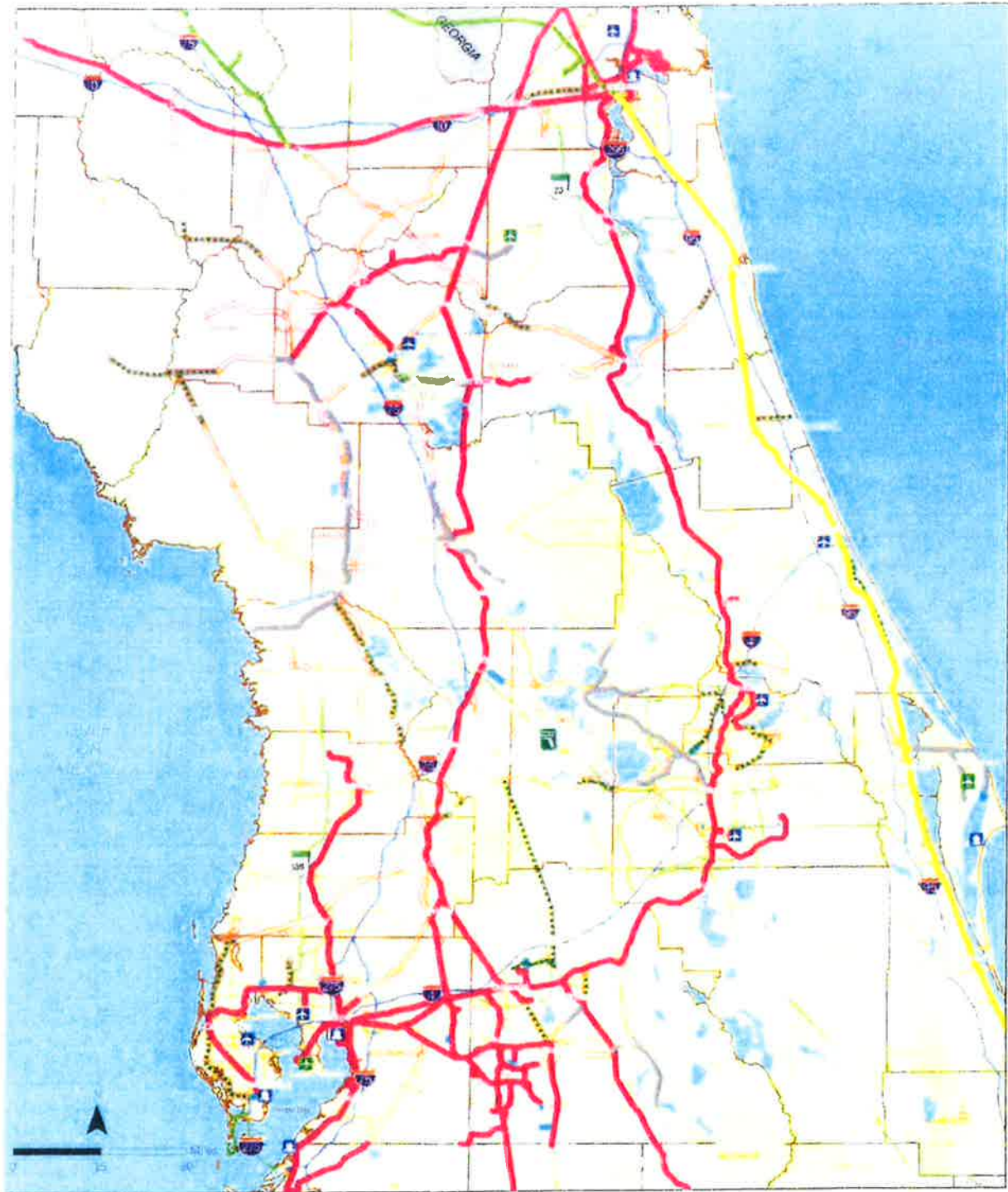
⁶ <https://www.census.gov/popest/data/totals/2017/population/2017-population-estimates.html>, 2017 Population Estimates

⁷ <https://www.census.gov/newsroom/press-releases/2016/cb16-43.html>;

<https://www.census.gov/content/dam/Census/newsroom/press-kits/2017/Top%2025%20Fastest%20Metros.pdf>

⁸ https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml?src=bkml

⁹ <http://www.america2050.org/florida.html>



<ul style="list-style-type: none"> Horizontal Rail Corridor Non-Active Rail Line Active Rail Corridor 	<ul style="list-style-type: none"> Active Rail Corridor Historical Rail Corridor Proposed Rail Corridor Other Rail Corridor 	<ul style="list-style-type: none"> Study Area County Major Road City 	<ul style="list-style-type: none"> Waterway Interstate State Road Local Road Other 	<ul style="list-style-type: none"> City County Other
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* This map was prepared for the Georgia Department of Transportation (DOT) and is intended for informational purposes only. DOT does not warrant the accuracy or completeness of the information shown on this map. DOT is not responsible for any errors or omissions on this map.

Figure 3. Existing and Historical Rail Corridors

The Silver Star provides indirect rail service to Tampa via Orlando and the Silver Meteor provides connectivity to Tampa via Thruway Bus service. The Silver Star provides Thruway Bus service to the historical stops of Waldo, Ocala, Wildwood and Dade City and additional bus stops in Gainesville and the Villages. Bus schedules are timed to meet northbound and southbound trains at Jacksonville and Lakeland, respectively. However, bus service cannot be booked independent of a trip by train. For example, it is not possible to use Amtrak as a service provider if the intent of your trip is intercity travel between Tampa or Jacksonville and any of the previous intermediate stops along the CSX S-line such as Jacksonville to Gainesville.

Existing Passenger Rail Ridership

Passengers traveling between Tampa & Jacksonville make up a small percentage of total trips on the existing Silver Service in Florida.

As part of this rail feasibility analysis, existing annual **ridership data** (station boardings and alightings) was obtained from Amtrak for 2016. The existing 2016 ridership shows that nearly 70% of the ridership in Florida (origin and destinations) involves trips north of Jacksonville (out-of-state trips). Additionally, a large portion of these out-of-state travelers (approximately 40%) are originating from or destined for Orlando. Approximately 13% of these out-of-state travelers use the Tampa station. Based on the ridership data, intra-Florida trips are dominated by Tampa, Orlando, and Jacksonville with those three stops making up two-thirds of the intra-Florida boardings and alightings. However, the average 2016 ridership showed only 69 persons boarding or alighting at the Tampa station per day (to or from stations between Tampa and Jacksonville). Although the exact travel patterns of final trip destinations are not known as station-pair data was not available, it can be derived from the station boardings that passengers traveling between Tampa and Jacksonville make up a small percentage of total trips on the existing Silver Service in Florida.

Existing Travel Options

Within the study area, existing intercity travel from Tampa Bay to Northeast Florida is accomplished through plane, auto, intercity passenger rail, and privately-owned regional bus services. A summary of the existing travel options is provided in Table 1 and described below. The primary option for high-speed, high-capacity highway travel between Tampa Bay and Northeast Florida is the existing interstate system from I-75 in Tampa to I-10 in Jacksonville. As noted in the I-75 North Master Plan, traffic congestion occurs due to both recurring congestion (traffic bottlenecks) and non-recurring congestion (incidents, seasonal and special events, and weather). The combination of recurring and non-recurring congestion is contributing to unsatisfactory traffic operations witnessed in both the existing and future conditions on I-75. Existing air service results in a slightly lower travel time (considering airport security clearance timeframes) at a higher cost and involves additional baggage restrictions not associated with personal auto travel. As of 2017, Silver Airways is the sole airline carrier currently offering direct flights between Tampa and Jacksonville¹⁶.

As shown in Table 1, travel between Tampa and Jacksonville on existing Amtrak service takes about 5 hours and 30 minutes. However, as the *Silver Meteor* requires a transfer to the Thruway Bus, exact travel times are affected by highway traffic. The average travel time for the *Silver Star* service is approximately 5.25 hours which is **not competitive with the auto travel time** of approximately 3.5 hours. In peak conditions, the auto travel time has the potential to be impacted by existing traffic congestion or incidents. Similarly, the on-time performance for passenger rail is affected by incidents and heavy freight traffic on the shared freight and passenger corridors that the *Silver Service* operates on.

Similar to Amtrak service, travel between Tampa and Jacksonville using Greyhound and Megabus intercity bus services requires a stop or transfer in Orlando, and depending on the route, the service may stop in additional locations like Daytona Beach. Greyhound is the sole bus service providing a continuous service route between Tampa and







Within the study area, both existing intercity bus service and Amtrak service require a stop or transfer in Orlando for service between Tampa and Jacksonville. The limited intercity bus service is likely reflective of the need to capture the Orlando area market demand.

16

Jacksonville¹⁷. Presently, Greyhound operates six daily routes between the cities (three routes in each direction). Greyhound provides service from Tampa to Jacksonville on a single-ticket, but the route choice may include a transfer in Orlando. Greyhound has other stops within the study area (including Chiefland, Crystal River, Gainesville, Lake City, Ocala, Palatka, Plant City and Spring Hill) but these do not include direct service between Tampa and Jacksonville on a single ticket.

Megabus, another privately-owned carrier, offers connecting (non-continuous) service between Tampa, Gainesville, and Jacksonville in the study area. This service requires a two “leg” trip with an intermediate stop in Orlando, a resulting layover, and a total trip time from Tampa to Jacksonville of approximately 13 hours. RedCoach previously served two locations in Jacksonville that are no longer active as of 2017. RedCoach does offer daily service between Tampa, Ocala, and Gainesville.

Table 1. Summary of Existing Travel Modes

<i>Travel Mode/Operator</i>	<i>Service Type</i>	<i>Trips per day per direction</i>	<i>Travel Time* (hh:mm)</i>	<i>Distance (miles)</i>	<i>Cost per person (approximate)</i>
 Silver Airways	Direct service from Tampa to Jacksonville	2 or more	1:06	221	\$90
 Automobile	Via I-75/I-10	n/a	3:30	250	\$20
 Amtrak Silver Meteor	Direct rail service through Orlando	1	5:15	246	Up to \$226
 Amtrak Silver Star	Direct route via Bus Thruway to Orlando	1	5:24	246	Up to \$161
 Greyhound	Direct service through Orlando	3	5:40	133	Up to \$40
 Megabus ¹⁸	Direct service via transfer in Orlando	2 or more	13:47	139	Up to \$30

Notes: Travel times do not include stops or airport security/check-in times. Travel times are without traffic congestion and are approximate for all modes. Routes, costs, and airlines were reviewed for travel dates between 1/15/17 to 1/21/17. Auto travel times were extrapolated from the Florida’s Turnpike Enterprise (FTE) I-75 Relief Study Model (RSM). Average fuel cost based on travel distance (January 2018).

Transit Connectivity

Within the interregional study area between the Tampa and Jacksonville metropolitan areas, most of the local transit service is concentrated within the urban areas of Tampa, Ocala, Gainesville, and Jacksonville, where there is higher ridership potential. While inter-county local transit connectivity exists in the Tampa Bay and Northeast Florida regions, there are inter-county gaps in the North Central region, including missing connections between Alachua and Marion counties, from Marion to Citrus or Sumter counties, and from Citrus /Sumter counties to Hernando/Pasco counties. Gilchrist, Union and Bradford counties are not served by any public transit service, aside from trips provided specifically for transportation disadvantaged populations.

Enhanced or new passenger rail service within the study area would necessitate additional investments in transit improvements to provide system connectivity and interoperability between intercity bus, rail, and local public transportation systems where there are gaps in connectivity or increased service demand. Enhanced multimodal connectivity to improve passenger mobility between local transit services and passenger rail service would require further planning and coordination with local governments, regional transit agencies, Regional Planning Councils and Metropolitan Planning Organizations (MPOs). Passengers using new or restored rail service within the study area could

¹⁷

¹⁸

Table 2. Summary of Modal Technologies

Characteristics	Service Type				
	Bus Rapid Transit (BRT)	Light Rail	Heavy Rail	Intercity Passenger Rail	High-Speed Rail (U.S. Systems)
Metropolitan Areas Served	Trips within dense urban areas and regional connectivity	Trips within densely developed urbanized areas	Trips within densely developed urbanized areas	Long-distance trips between major metropolitan areas	High-speed, long-distance trips between major metropolitan areas
Typical Route Length (miles)	5 to 15	5 to 15	5 to 15	50 to 2,000	150 to 400
Capital Cost per Mile	\$393,000 (includes right-of-way considerations)	\$110,000	\$508,000	\$571,000	\$53.5 Million (Estimated Average)
Operating Costs (per revenue hour)	\$147	\$268	\$266	\$513	\$2,554
Shares Tracks with Freight/Passenger Rail	No	No	No	Yes	No
Average Maximum Speed (MPH)	45 (Typical urban posted speeds)	50	70	79-90	90-110
Station Spacing (miles)	0.25<	0.25 to 1	<1 to 5	5 to 50	10 to 50
Propulsion System	Gasoline-Hybrid	Electricity	Electricity	Diesel-Electric	Electricity
Right-of-Way Requirements (feet)	11 or more	11 to 33 (single or double track)	25 to 33	37 or more	50 or more
Vehicles	BRT Bus	Modern articulated streetcars	Modern subway or elevated cars	Locomotive-hauled or self-propelled coaches	Locomotive-hauled cars
Length (buses or cars)	1 bus (40 to 60 ft.)	1 to 3	4 to 10	2 to 14	8 to 12

Sources: Capital costs and operating costs were derived from FTA Capital Cost Database²⁸
 Modal Characteristics: Comparison of Selected Characteristics Among Different Types of Rail Passenger Services Based Upon Typical North American Practice (Table data from SouthEast Wisconsin Regional Planning Commission newsletter, August, 1998, Vol 38, No 2, page 10)

Notes: Operating costs for directly operated services include operator wages, fringe benefits, services, fuel and lube, tires, other materials and supplies, utilities, casualty and liability, taxes, purchased transportation, and miscellaneous costs; BRT right-of-way cost estimates include projects with guideways with at-grade exclusive right-of-way, at-grade semi-exclusive, at-grade in mixed-traffic, guideways with aerial structure, built-up fill, underground cut-and-cover, and underground tunnels; BRT ROW width is for fixed-guideway minimums

Within this study area, intercity passenger rail would have the following benefits when compared to other modal technologies:

- Modal technology is characteristic of long-distance passenger services similar to Amtrak and interregional commuter rail systems in the U.S.
- Average station spacing and route length is representative of regional mobility needs between Tampa Bay and Northeast Florida
- Potential to share the CSX S-Line or a newly constructed rail line with freight rail providers if the railroad owners and operators concur with access rights/track usage resulting in potential right-of-way cost savings (dependent on access/trackage costs negotiated)
- Minimizes environmental impacts associated with an exclusive passenger service rail corridor
- Moderate capital cost investment compared to the other technologies

Ridership Analysis Methodology

Ridership estimates for passenger rail service for the year 2040 were developed to evaluate the potential travel demand for enhanced passenger rail within the study area. Background data including population, employment, and travel forecasts for the analysis was obtained from the travel demand model used for the North I-75 Master Plan. These traffic forecasts were developed by the Florida's Turnpike Enterprise (FTE) using the I-75 Relief Study Model (RSM). The I-75 RSM was based on socioeconomic data obtained from the local MPOs during model development.

Ridership estimates were developed based on the travel demand model by analyzing potential train schedules, travel time between potential station stops, and frequency of passenger trains. The model evaluates the potential ridership based on the comparison of other modes such as auto travel time.

Passenger Rail Scenarios Considered

Four passenger rail scenarios were considered to evaluate the feasibility of passenger rail service. The scenarios were developed to address alternate scenarios on increased frequency of existing service, restoration of historical passenger rail service, enhanced passenger service connectivity, and consideration of a new service/route. The purpose of this scenario analysis was to evaluate the increase in ridership potential for each scenario. Specific alignments and station stops were not identified for this preliminary planning effort.

- Scenario 1 uses existing Amtrak *Silver Star* service on the CSX A-Line with existing stations in Jacksonville, Palatka, DeLand, Winter Park, Orlando, Kissimmee, Lakeland, and Tampa. In Scenario 1, the frequency of direct rail service is increased from one train (in the existing condition) to two trains to provide an equal comparison of the scenarios.
- Scenario 2 consists of restored passenger rail service on the CSX S-Line with historical station stops of Jacksonville, Waldo, Ocala, The Villages, Dade City, and Tampa.
- Scenario 3 is similar to Scenario 2, but would replace the Waldo station with a new station and rail line to serve downtown Gainesville, with stations in Jacksonville, Gainesville, Ocala, The Villages, Dade City, and Tampa.
- Scenario 4 includes passenger service with new rail segments connecting the existing Brooksville CSX line, Florida Northern Railroad, and the CSX S-Line with stations in Jacksonville, Gainesville, Dunnellon, Brooksville, and Tampa.

All four alternatives assume shared freight and passenger use of existing railroads where existing within the route. However, use of existing rail corridors would require coordination and access agreements (and associated costs) with private railroads. To provide a comparative analysis, the same frequency (two trains per day) was used for each alternative.

Feasibility Analysis Results

Projected Ridership Demand

As noted previously, the ridership model was used to project future ridership demand through the year 2040. These are high level forecasts based on the I-75 Relief Study travel demand model. Similar to the existing condition, the ridership model showed that intra-Florida trips are dominated by Tampa, Orlando, and Jacksonville with those three stops making up two-thirds of projected intra-Florida rail ridership. There is limited end to end Tampa Bay to Jacksonville interaction in the ridership model largely due to the **non-competitive travel time** of the passenger rail scenarios as compared to auto travel times. The travel time resulting from the ridership model and the projected 2040 ridership (total daily station boardings and alightings) are shown in Table 3.

Due to the more direct routes from Tampa to Jacksonville assumed in the analysis, the travel time improves for all scenarios as compared to the existing condition. The potential new service modeled in Scenario 4 reduces the travel time, as compared to Scenarios 1-3. Based on the travel demand model estimates, daily ridership demand forecasted for the year 2040 resulted in a range of between 313 projected daily riders on Scenario 2 (restored passenger service on the S-Line) to a maximum of 531 passengers with Scenario 4 (new rail service/new rail alignment). The ridership estimates showed **minimal growth in ridership demand** through the year 2040 as compared to the existing 2014 ridership of 248 daily riders. The comparison of Scenario 1 (existing service route) and Scenario 2 (restored historical service route) show that the ridership would decrease with Scenario 2. Since the travel time is more competitive with Scenario 2, the lower ridership is likely attributable to the loss of market demand with the Orlando station stop.

Table 3. Projected Ridership Demand and Travel Time

Assumption	Scenario 1: Existing Amtrak Silver Star Service	Scenario 2: Restored CSX S-Line Service (Waldo)	Scenario 3: Restored CSX S-Line Service (Gainesville)	Scenario 4: New Passenger Service
Station Stops	Jacksonville Palatka DeLand Winter Park Orlando Kissimmee Lakeland Tampa	Jacksonville Waldo Ocala The Villages Dade City Tampa	Jacksonville Gainesville Ocala The Villages Dade City Tampa	Jacksonville Gainesville Dunnellon Brooksville Tampa
Frequency	2 trains per direction per day (for all scenarios)			
Jacksonville – Tampa Travel Time	5 hr 23 min	4 hr 25 min	4 hr 30 min	3 hr 50 min
2040 Daily Ridership Forecasts (Boardings and Alightings)	364	313	410	531

Based on the limited existing ridership, it is assumed that many people using the existing Amtrak service are not making standard travel time and cost choices, but instead are either captive (they have no other way to make the trip) or are choosing rail as the mode for personal reasons that do not include travel time. Given limited funding for passenger rail nationwide, a direct connection between Tampa and Jacksonville would not provide a significant ridership benefit and the cost to implement service would be substantial. The actions of other private transportation service providers offer additional insight into the potential demand of a direct connection between Tampa and Jacksonville; only one airline provides direct flights between the cities, and there are very limited options for intercity bus service between the cities, with RedCoach recently terminating service to Jacksonville from Tampa, Ocala, and Gainesville. Based on the projected ridership, intermediate stations between the Tampa and Jacksonville areas would not provide significant ridership potential and neither would an end-to-end direct service without intermediate stations.

Summary

The project team identified **planning-level recommendations** within the study area based on the feasibility analysis documented within this summary report. Based on the analysis conducted, intercity passenger rail service would be the most feasible mode of transportation due its travel speed (up to 90 mph), relatively low average capital cost for each new mile of rail line constructed, relatively low average operating cost per revenue hour, and its ability to share existing CSX S-Line tracks or newly constructed tracks with freight rail providers if access rights and use of tracks is provided by the private railroad owners.

CSX has increased freight tonnage on the CSX S-Line between Tampa and Jacksonville due to SunRail commuter rail implementation along the A-Line. Increased freight tonnage on the S-Line reduces opportunities to incorporate new passenger rail service on the S-Line. Additionally, the S-Line contains single track rail segments, which limit freight service and mobility by allowing one rail provider to operate in one direction at a time. Limiting bi-directional train movement results in potential congestion and freight delays or reductions in trip frequency. There is an increased likelihood of freight interference and customer dissatisfaction from increased delays and travel time resulting from the rail system operating over-capacity. As part of this study, FDOT's coordination with CSX confirmed that future passenger rail service along the CSX S-Line corridor would not be viable due to the existing and planned freight mobility needs. CSX was supportive of potential future passenger rail connectivity between the CSX Brooksville Line and the CSX Gainesville spur if warranted by future travel demand. This connectivity would also require coordination and support of the Pinsley Florida Northern Railroad (FNOR).

Passenger rail capacity could be accommodated if a new rail line was constructed to support passenger rail service between Tampa and Jacksonville. However, even with the maximum projected ridership forecasts, a maximum of approximately 531 daily riders (ons and offs) would be estimated to use the new service by the year 2040. Approximate cost estimates for construction of a new passenger rail line for this long-distance passenger rail service would be cost prohibitive based on average capital costs derived from the National Transit Database and consideration of the extremely **low benefit/cost with the low projected ridership**.

Enhanced or new intercity passenger rail service (whether enhanced or newly constructed) would not be feasible based on the significant capital costs and operations and maintenance costs, in addition to substantial environmental impacts. Ridership demand is minimal, anticipated capital costs of a newly constructed or enhanced rail line would not be justified based on anticipated ridership, and the CSX S-Line would not likely have capacity to accommodate passenger rail services given the existing demand for freight. The low projected ridership indicates that enhanced intercity passenger rail would not provide any significant diversion of auto traffic from I-75 within the study area. Based on existing and future socioeconomic forecasts and projected ridership demand, the results documented within this summary report indicate that enhanced or new passenger rail from Tampa to Jacksonville is not feasible through the year 2040.

From: Shen, Huiwei [Huiwei.Shen@dot.state.fl.us]
Sent: Monday, November 28, 2022 8:48 AM
To: Mike Escalante
Cc: Taulbee, Karen; Austin, Brian; Scott Koons
Subject: RE: Rail Feasibility Study - Tampa Bay to NE Florida Cost Estimate Query

Mike,

The cost of this study was approximately 100K. Thank you.

Huiwei Shen
Chief Planner

Florida Department of Transportation
huiwei.shen@dot.state.fl.us
850.414.4911 (direct)
850.694.8634 (cell)

From: Mike Escalante <escalante@ncfrpc.org>
Sent: Wednesday, November 23, 2022 3:41 PM
To: Shen, Huiwei <Huiwei.Shen@dot.state.fl.us>
Cc: Taulbee, Karen <Karen.Taulbee@dot.state.fl.us>; Austin, Brian <Brian.Austin@dot.state.fl.us>; Koons, Scott <koons@ncfrpc.org>
Subject: Rail Feasibility Study - Tampa Bay to NE Florida Cost Estimate Query

EXTERNAL SENDER: Use caution with links and attachments.

Huiwei,

Can you get me a cost estimate for this study [cover attached]?

mike



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

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

From: Slay, Greg [Greg.Slay@talgov.com]
Sent: Wednesday, November 23, 2022 7:53 PM
To: Mike Escalante
Cc: Scott Koons
Subject: Re: Passenger Rail Service Feasibility/Restoration Study Query

Hi Mike -

We have not. We're waiting to see how FDOT's current study comes out. The FL-Atlantic rail through our area has several sections that are in really bad shape and barely able to operate above a Class III status. There been a lot of conflicting info about restoration of passenger rail through the panhandle so I'm hoping the FDOT study will give us some definitive results.

Let me know if you'd like to discuss further.

Have a great Thanksgiving!

Greg

Sent from my iPhone

On Nov 23, 2022, at 3:59 PM, Mike Escalante <escalante@ncfrpc.org> wrote:

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Greg,

Has the Capital Region TPA conducted or participated in any recent passenger rail service studies for the Tallahassee metropolitan area?

The Gainesville MTPO is looking into the restoration of passenger rail service to Alachua County and wanted to know about study scopes and costs.

Thanks,

mike

<image002.jpg>


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

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



December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Metropolitan Planning Organization Advisory Council -
2023 Weekend Institute Status Report

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

Usually, Metropolitan Transportation Planning Organization members are informed about the Spring 2023 Weekend Institute meeting dates at its December meeting. However, the Florida Metropolitan Planning Organization Advisory Council has acquired a new consultant and the dates for the 2023 Weekend Institute have not yet been announced and materials are still under development. Previously, areas of discussion at the Weekend Institute have included:

- **Decision Making**

The **Weekend Institute** provides Metropolitan Planning Organization Board members with an opportunity to enhance their leadership skills and their understanding of transportation decision-making, including the key role they play.

- **Planning Process**

The **Weekend Institute** covers a variety of topics and provides Metropolitan Planning Organization Board members with the knowledge and tools necessary to engage in the metropolitan transportation planning process.

- **Practical Application**

The information provided during the **Weekend Institute** is designed for practical application in transportation planning activities performed by elected officials.

Upon notification of the Weekend Institute meeting dates, staff will inform members concerning those dates and provide Weekend Institute registration information.

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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Alachua County
Resolution of Appreciation

RECOMMENDATION:

Approve the attached resolution of appreciation for Jeffrey Aboumrad.

BACKGROUND:

The attached resolution of appreciation is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Jeffrey Aboumrad served as the Florida Department of Education Representative on the Board since August 2014.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

T:\Lynn\appt2022\Alachua\resmtpo12122022.docx

RESOLUTION

WHEREAS, Jeffrey Aboumrad has served as the Florida Department of Education Representative on the Alachua County Transportation Disadvantaged Coordinating Board since August 2014; and

WHEREAS, Jeffrey Aboumrad ably discharged the duties of the Florida Department of Education Representative on the Alachua County Transportation Disadvantaged Coordinating Board;

NOW, THEREFORE, BE IT RESOLVED: That the members and staff of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area do hereby express their appreciation to Jeffrey Aboumrad for dedicated service rendered to the Alachua County Transportation Disadvantaged Coordinating Board, and concern for the transportation disadvantaged needs of Alachua County and the State of Florida; and

BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for all citizens of the community to view and recognize the accomplishments and service of Jeffrey Aboumrad.

Adrian Hayes-Santos, Chair

**ADOPTED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

December 12, 2022

Date



CA.7

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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Status Report

RECOMMENDATION

For Information Only.

BACKGROUND

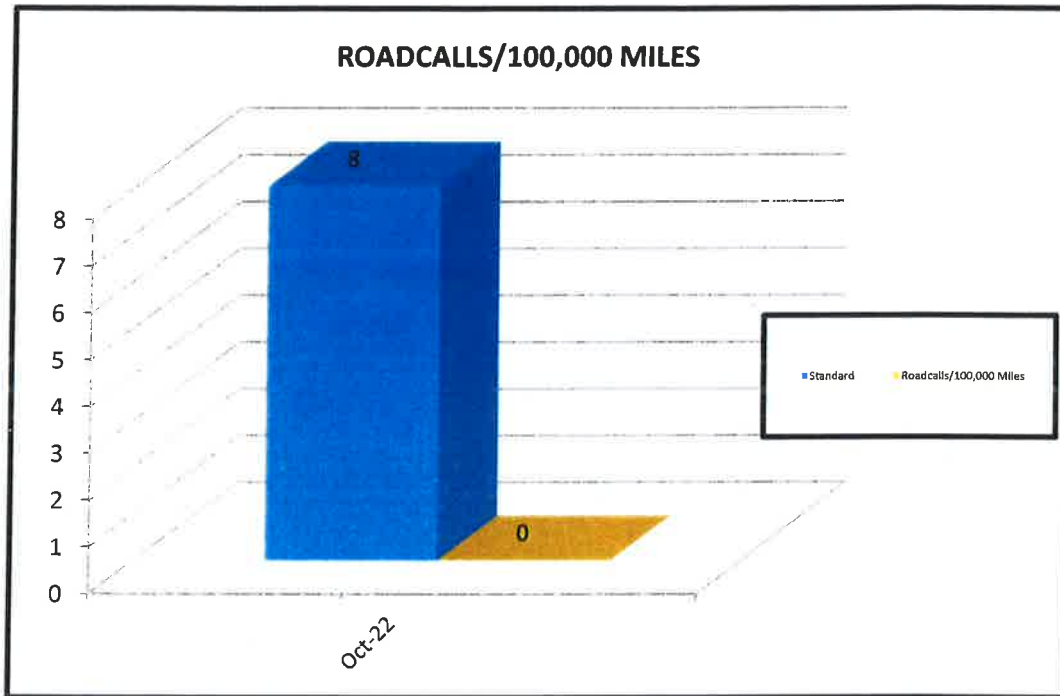
Attached are the October 2022 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

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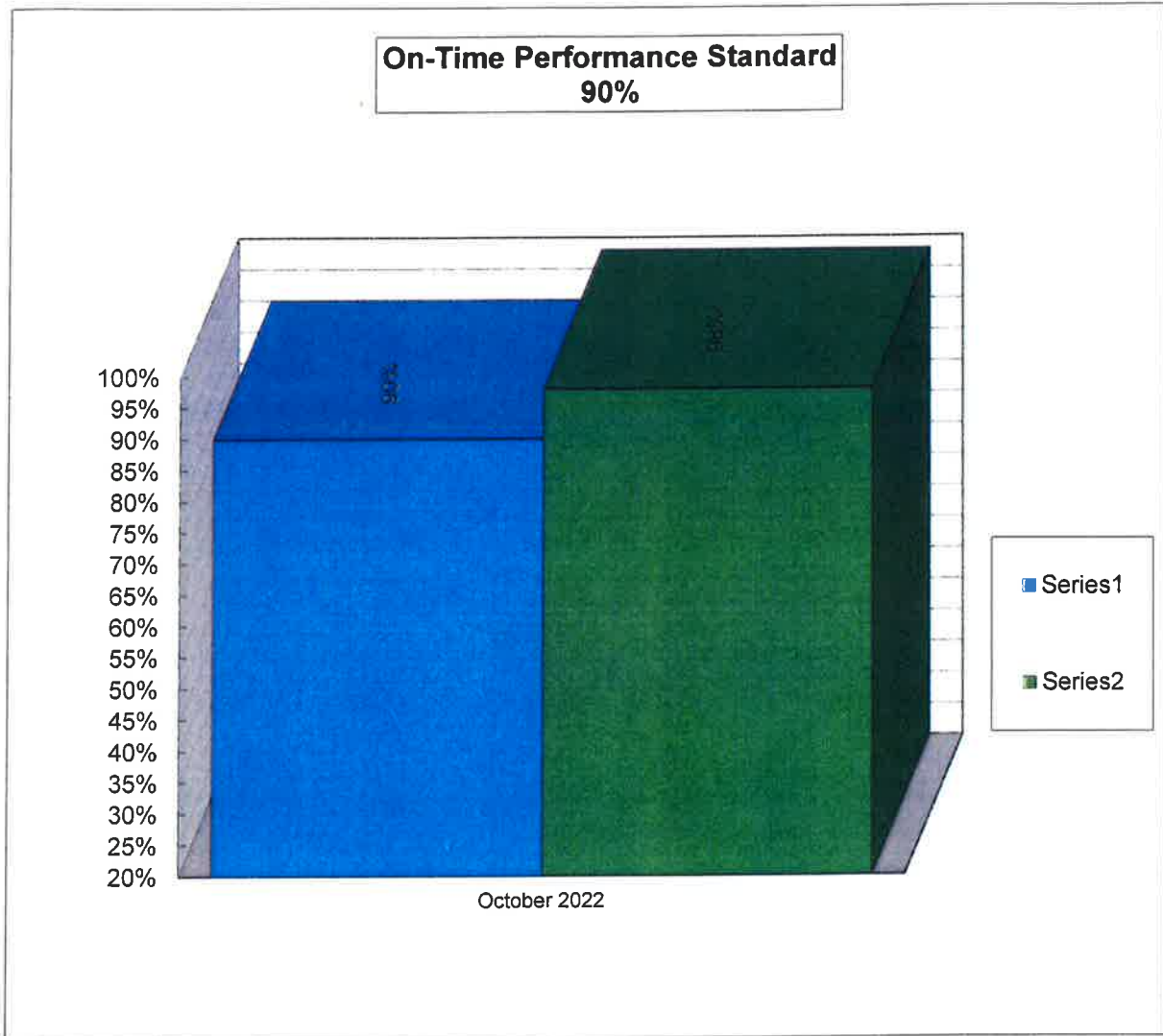
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, OCTOBER 2022**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Oct-22	8	0



Source: MV Contract Transportation, Inc. Operations Report

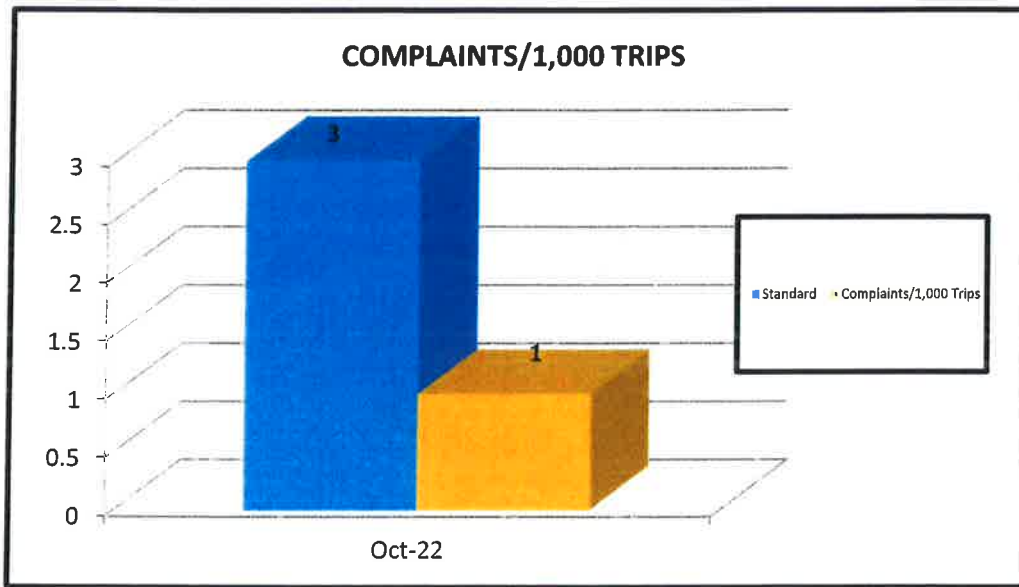
TRANSPORTATION DISADVANTAGED SERVICE PLAN
STANDARDS OF PERFORMANCE
ALACHUA COUNTY
OCTOBER 2022



Source: MV Contract Transportatio, Inc. On-Time Analysis

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, OCTOBER 2022**

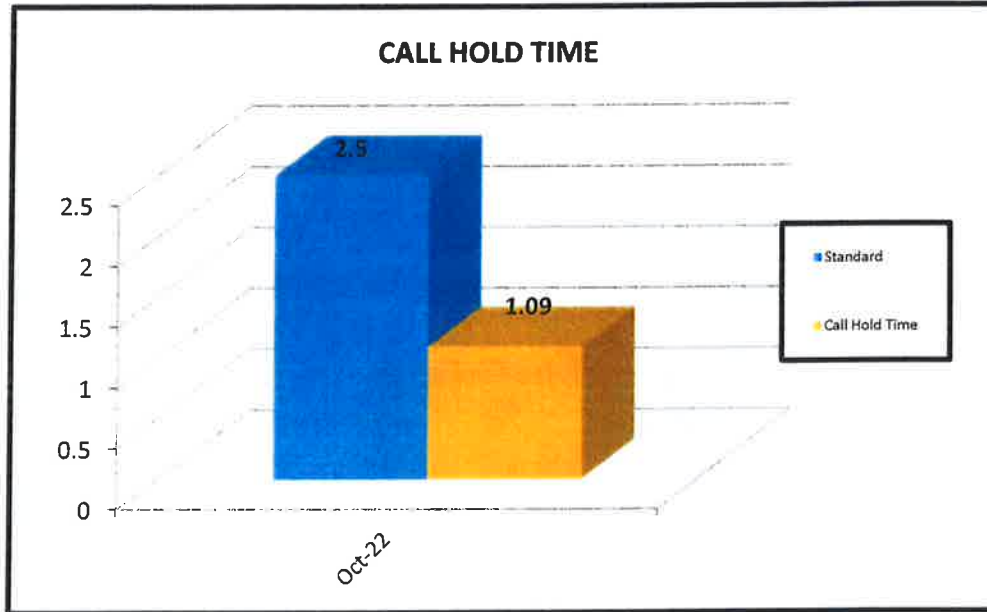
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Oct-22	3	1



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, OCTOBER 2022**

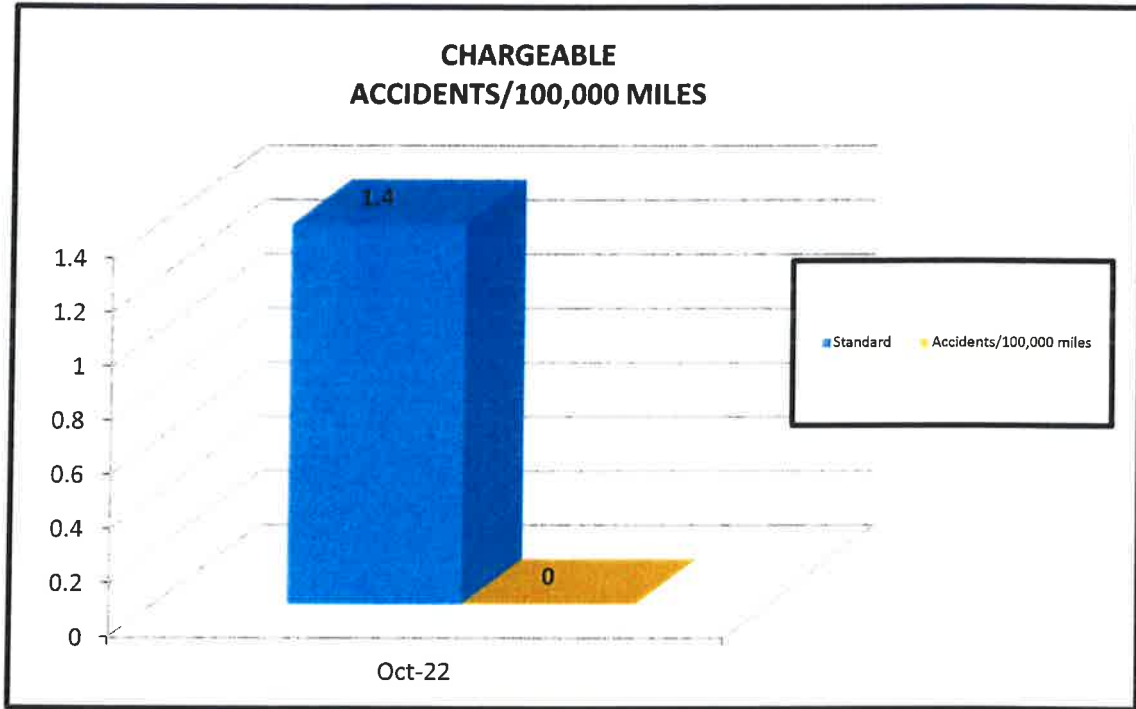
MONTH	STANDARD	CALL HOLD TIME
Oct-22	2.5	1.09



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY OCTOBER 2022**

MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Oct-22	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

Meeting

Agenda

Enclosures




North
Central
Florida
Regional
Planning
Council

II

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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Florida Department of Transportation Tentative Five-Year Work Program

STAFF RECOMMENDATION

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

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

The Tentative Five-Year Work Program was not available for review by the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee.

BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program to the State Legislature. The Florida Department of Transportation Tentative Five-Year Work Program lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2023-24 to 2027-28). Exhibit 2 includes the Florida Department of Transportation Tentative Five-Year Work Program December 1, 2022 public hearing announcement.

Action Being Requested

The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization an opportunity to request changes to existing or proposed projects and to hear requests for new projects to be added to, or existing projects to be deleted from, the Tentative Five-Year Work Program. Exhibit 3 shows new projects identified in the Florida Department of Transportation Tentative Five-Year Work Program.

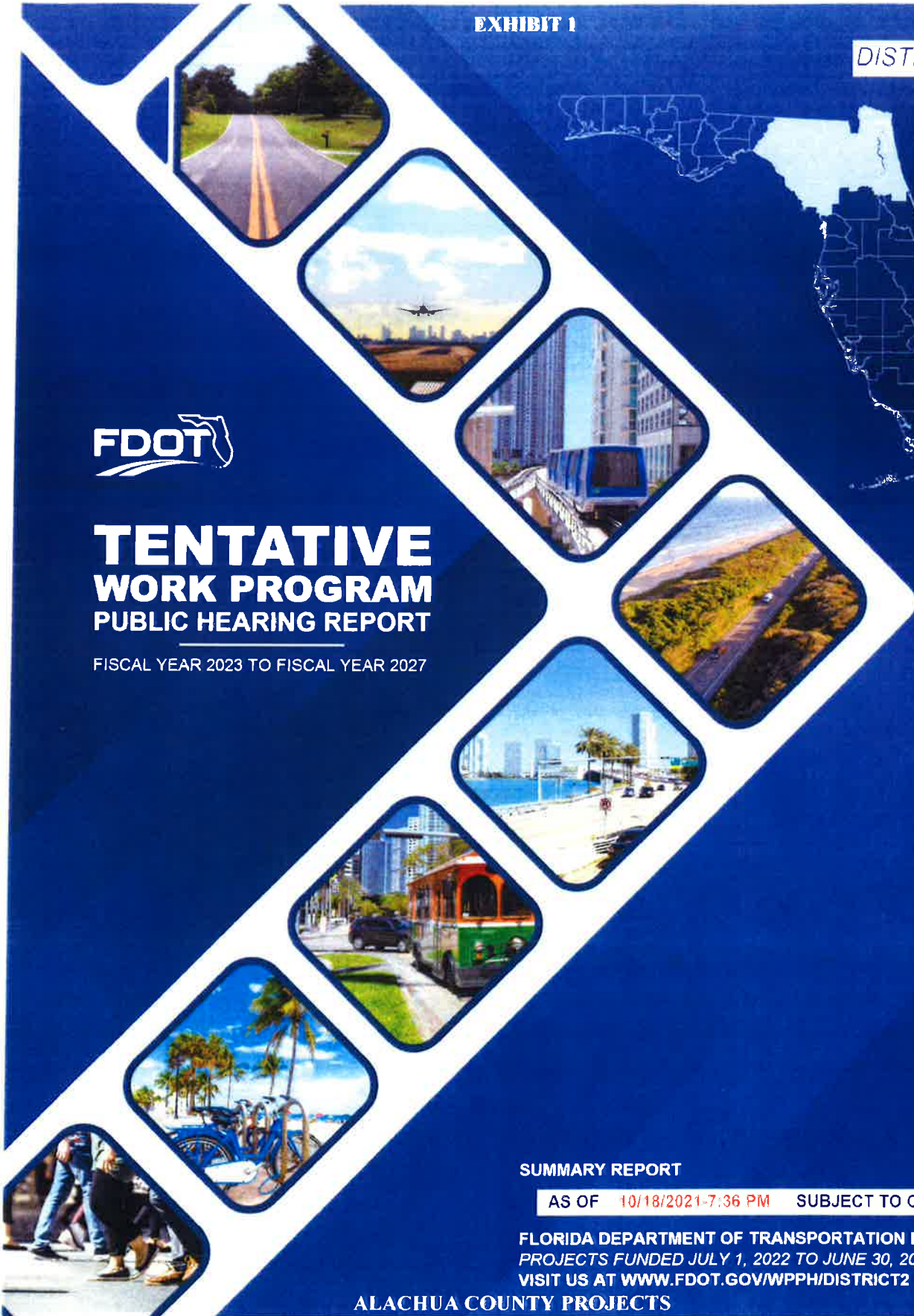
Attachments

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TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2023 TO FISCAL YEAR 2027



SUMMARY REPORT

AS OF 10/18/2021-7:36 PM SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2
PROJECTS FUNDED JULY 1, 2022 TO JUNE 30, 2027
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT2

ALACHUA COUNTY PROJECTS

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Fixed Capital Outlay

404744-9 - GAINESVILLE OPERATIONS FUEL CANOPY FIRE SUPPRESSION SYSTEM REPLACEMENT

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$95,000				
Total for Project 404744-9		\$95,000				

444863-1 - GAINESV ST MTLs OFC - HVAC DUST COLLECTION SYSTEM MAINTENANCE

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Total for Project 444863-1		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

448273-1 - GAINESV ST MTLs OFC - UNINTERRUPTABLE POWER SUPPLY (UPS)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$300,000	\$300,000	\$300,000	\$200,000	
Total for Project 448273-1		\$300,000	\$300,000	\$300,000	\$200,000	

450286-1 - GAINESVILLE SMO - AIR HANDLERS REPLACEMENT (BLDG D/E)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$100,000	\$100,000	\$100,000	\$100,000	
Total for Project 450286-1		\$100,000	\$100,000	\$100,000	\$100,000	

450287-1 - GAINESVILLE SMO - GENERATOR CONVERSION - DIESEL TO NATURAL GAS

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$300,000			
Total for Project 450287-1			\$300,000			

450292-1 - SMO - DRAINAGE REGRADE/CORRECTION BLDG A CONF & BREAKROOM FLOOD CTRL

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$200,000				
Total for Project 450292-1		\$200,000				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Fixed Capital Outlay

450293-1 - SMO-RAISED MEDIAN WITH POST FOR CARD READER BETWEEN SMO/MAINTENANCE YD

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State				\$100,000	
Total for Project 450293-1					\$100,000	

450294-1 - SMO RENOVATIONS-BLDG A 2ND FLOOR (APT CONTROL & MONITOR SYSTEM)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$100,000		\$500,000		
Total for Project 450294-1		\$100,000		\$500,000		

450295-1 - SMO SECURTY - ADD BOLLARDS (BLDG C) AND HAZMAT ROOM

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$43,000			
Total for Project 450295-1			\$43,000			

450296-1 - SMO - SECURITY BOLLARDS (BLDG A/B)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$43,000			
Total for Project 450296-1			\$43,000			

450297-1 - SMO - SECURITY - BOLLARDS (BLDG D)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$43,000			
Total for Project 450297-1			\$43,000			

450298-1 - SMO - SECURITY - BOLLARDS (BLDG E)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$43,000			
Total for Project 450298-1			\$43,000			

450299-1 - SMO - SECURITY - INSTALL FACILITY WIDE INTERCOM SYSTEM

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$100,000				
Total for Project 450299-1		\$100,000				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Fixed Capital Outlay

450300-1 - SMO - SECURITY - INSTALL FACILITY-WIDE CAMERAS

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$190,000				
Total for Project 450300-1		\$190,000				

452101-1 - BOILER REPLACEMENT BUILDINGS D/E (DESIGN AND CONSTRUCTION)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$100,000	\$100,000		
Total for Project 452101-1			\$100,000	\$100,000		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Freight Logistics And Passenger Operations Program: Aviation

428830-1 - GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local	\$250,000	\$500,000	\$500,000		
	State	\$250,000	\$500,000	\$500,000		
Total for Project 428830-1		\$500,000	\$1,000,000	\$1,000,000		

428832-1 - GAINESVILLE REGIONAL APT TAXIWAY A DRAINAGE/ RETENTION PFL008733

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local			\$350,000		
	State			\$350,000		
Total for Project 428832-1				\$700,000		

429036-2 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT NEW GA TERMINAL PFL0013433

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$6,750,000		
	Local			\$375,000		
	State			\$375,000		
Total for Project 429036-2				\$7,500,000		

432958-2 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT TWY E CONNECTOR PFL0013968

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$1,665,000		
	Local			\$92,500		
	State			\$92,500		
Total for Project 432958-2				\$1,850,000		

434921-2 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT BULK HANGAR PFL0010364

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local					\$1,000,000
	State					\$1,000,000
Total for Project 434921-2						\$2,000,000

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Freight Logistics And Passenger Operations Program: Aviation

436594-2 - GAINESVILLE REG APT LAND ACQ TO FACILITATE OBSTACLE REMOVAL PFL0012818

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$3,600,000		
	Local			\$200,000		
	State			\$200,000		
Total for Project 436594-2				\$4,000,000		

436594-3 - GAINESVILLE REGIONAL APT COMMERCIAL APRON EXPANSION PFL0013966

Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal					\$5,859,000
	Local					\$325,500
	State					\$325,500
Total for Project 436594-3						\$6,510,000

438739-2 - GAINESVILLE REG APT DESIGN & CONSTRUCT TXWY C PFL0012567

Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$3,690,000		
	Local			\$205,000		
	State			\$205,000		
Total for Project 438739-2				\$4,100,000		

440038-1 - GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local		\$172,500			
	State		\$172,500			
Total for Project 440038-1				\$345,000		

440049-1 - GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local					\$175,000
	State					\$175,000
Total for Project 440049-1						\$350,000

443800-1 - GAINESVILLE REGIONAL APT PURCHASE & INSTALL EMERGENCY GENERATOR @ ATCT

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local		\$60,000			
	State		\$60,000			
Total for Project 443800-1				\$120,000		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Freight Logistics And Passenger Operations Program: Aviation

443801-1 - GAINESVILLE REGIONAL APT INTERNAL SERVICE RD EXPANSION

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$261,000		
	Local			\$14,500		
	State			\$14,500		
Total for Project 443801-1				\$290,000		

443803-1 - GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 1

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local				\$675,000	
	State				\$675,000	
Total for Project 443803-1					\$1,350,000	

444408-1 - GAINESVILLE REG APT GA APRON STRENGTHENING

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal	\$3,500,000				
	Local	\$500,000	\$500,000			
	State	\$500,000	\$500,000			
Total for Project 444408-1		\$4,500,000	\$1,000,000			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Freight Logistics And Passenger Operations Program: Transit

215546-2 - GAINESVILLE RTS SECTION 5307 FORMULA GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	Federal	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000
	Local	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000
Total for Project 215546-2		\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000

404026-1 - GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000
	Local	\$1,050,000	\$1,050,000	\$1,050,000	\$1,050,000	\$1,050,000
Total for Project 404026-1		\$5,250,000	\$5,250,000	\$5,250,000	\$5,250,000	\$5,250,000

411757-1 - GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	Local	\$1,840,718	\$1,890,857	\$1,947,583	\$2,006,010	\$2,066,190
	State	\$1,840,718	\$1,890,857	\$1,947,583	\$2,006,010	\$2,066,190
Total for Project 411757-1		\$3,681,436	\$3,781,714	\$3,895,166	\$4,012,020	\$4,132,380

427250-1 - ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	Federal	\$385,149	\$472,179	\$486,344	\$500,934	\$515,962
	Local	\$385,149	\$472,179	\$486,344	\$500,934	\$515,962
Total for Project 427250-1		\$770,298	\$944,358	\$972,688	\$1,001,868	\$1,031,924

441520-1 - ALACHUA CO RTS TRANSIT IMPROVEMENT SECTION 5339

Type of Work: TRANSIT IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal	\$364,001	\$364,001	\$364,001	\$364,001	\$364,001
	Local	\$91,000	\$91,000	\$91,000	\$91,000	\$91,000
Total for Project 441520-1		\$455,001	\$455,001	\$455,001	\$455,001	\$455,001

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Highways

207611-5 - SR222(NW39TH AVE) FROM NW 43RD STREET TO NW 24TH BLVD
 Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$1,331,014			
	State		\$4,796,714			
Total for Project 207611-5			\$6,127,728			

207648-5 - SR20(US441) MLK MEM HWY FM US441 OVERPASS AT CR2054 TO NW 147TH DRIVE
 Type of Work: LANDSCAPING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$1,299,602				
Total for Project 207648-5		\$1,299,602				

207648-6 - US441(N/MLK MEM HWY) FROM NW 125TH STREET TO WEST OF NW 129TH TERRACE
 Type of Work: SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$322,834			
Construction	Federal				\$590,893	
Total for Project 207648-6			\$322,834		\$590,893	

207648-7 - SR20(US441)N MLK MEM HWY FROM CR2054 TO NW 167TH BLVD
 Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal	\$551,542				
	State	\$509,413				
Railroad & Utilities	Federal		\$50,000			
Construction	Federal			\$11,558,046		
	State			\$303,832		
Total for Project 207648-7		\$1,060,955	\$50,000	\$11,861,878		

207658-3 - SR26(W UNIVERSITY AVE) FROM SR26A(SW 2ND AVE) TO SR25(US441)SW 13TH ST
 Type of Work: LIGHTING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$832,863			
Construction	Federal					\$3,020,446
	State					\$755,111
Total for Project 207658-3			\$832,863			\$3,775,557

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Highways

207668-3 - SR26(NEWBERRY RD) FROM WEST OF CR241 SOUTH TO WEST OF I-75(SR93)

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$11,922,512			
	State		\$1,631,992			
Total for Project 207668-3			\$13,554,504			

207761-2 - SR26 AT HATCHET CREEK BRIDGE #260033

Type of Work: BRIDGE-REPAIR/REHABILITATION

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$5,323,015			
Total for Project 207761-2			\$5,323,015			

207779-3 - SR45(US27) FROM SW15TH AVENUE TO SR25(US441)

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	State		\$2,077,739			
Total for Project 207779-3			\$2,077,739			

207794-3 - SR200(US301) FROM SR20 TO SR26

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Railroad & Utilities	State	\$50,000				
Construction	Federal		\$13,348,643			
	State		\$6,410,556			
Total for Project 207794-3			\$50,000	\$19,759,199		

207798-7 - SR45(US41) FROM THE LEVY COUNTY LINE TO SR24

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$3,653,812				
	State	\$2,062,917				
Total for Project 207798-7			\$5,716,729			

207817-5 - SR26(W UNIVERSITY AVE) FROM W 38TH STREET TO GALE LEMERAND DRIVE

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$762,290			
	State		\$336,537			
Total for Project 207817-5			\$1,098,827			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Two

ALACHUA COUNTY

Highways

207850-2 - SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2024	2025	2026	2027	2028
Right of Way	State	\$2,034,889	\$6,244,100			
Railroad & Utilities	State	\$1,000,001			\$4,000,112	
Construction	Local				\$9,124	
	State				\$47,448,972	
Total for Project 207850-2		\$3,034,890	\$6,244,100		\$51,458,208	

214952-2 - I-75(SR93) NB ALACHUA COUNTY REST AREA

Type of Work: REST AREA

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	State					\$500,000
Total for Project 214952-2						\$500,000

413517-1 - D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	State	\$1,068,061	\$1,100,369	\$1,134,669	\$1,171,140	
Total for Project 413517-1		\$1,068,061	\$1,100,369	\$1,134,669	\$1,171,140	

423071-5 - I-75(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2024	2025	2026	2027	2028
PD & E	State				\$1,550,000	
Total for Project 423071-5					\$1,550,000	

427326-2 - NW 141ST STREET AND NW 166TH PLACE

Type of Work: SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$83,614			
Construction	Federal				\$421,803	
Total for Project 427326-2			\$83,614		\$421,803	

434318-2 - SR200(US301) FROM THE MARION COUNTY LINE TO NORTH OF 203RD STREET

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$5,664,154			
	State		\$4,745,168			
Total for Project 434318-2			\$10,409,322			

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Florida Department of Transportation - District Two

ALACHUA COUNTY

Highways

435889-1 - SR120(NW 23 AVE) & SR25(US441)(NW 13 ST)

Type of Work: TRAFFIC SIGNAL UPDATE

Phase	Funding Source	2024	2025	2026	2027	2028
Right of Way	Federal	\$143,358				
	State	\$11,000				
Construction	Federal					\$870,028
	State					\$623,472
Total for Project 435889-1		\$154,358				\$1,493,500

435890-1 - SR331 AT SE 4TH AVE, SE 2ND AVE, SR26, NE 16TH AVE, SR120

Type of Work: TRAFFIC SIGNAL UPDATE

Phase	Funding Source	2024	2025	2026	2027	2028
Right of Way	State	\$44,979				
Construction	State					\$4,909,665
Total for Project 435890-1		\$44,979				\$4,909,665

439175-1 - SR26 FROM NEWBERRY TO JONESVILLE

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	State		\$775,000			
Total for Project 439175-1			\$775,000			

439176-1 - SR45(US41) FROM SW 15TH AVE TO SOUTH OF SR26

Type of Work: SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal				\$419,046	
Total for Project 439176-1					\$419,046	

439177-1 - SR45(US41) FROM END OF SIDEWALK TO NW 9TH ROAD

Type of Work: SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$540,942				
	State	\$100,640				
Total for Project 439177-1		\$641,582				

439489-2 - SR24(NE WALDO RD) FROM SOUTH OF SR26 TO NORTH OF SR222

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$5,764,462			
	State		\$1,627,910			
Total for Project 439489-2			\$7,392,372			

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ALACHUA COUNTY

Highways

441160-1 - NW 42ND AVENUE FROM NW 13TH ST. TO NW 6TH ST.

Type of Work: SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$182,916				
Total for Project 441160-1		\$182,916				

443695-1 - SR20 W ON-RAMP IN HAWTHORNE RR CROSSING NUMBER 927690S

Type of Work: RAILROAD CROSSING

Phase	Funding Source	2024	2025	2026	2027	2028
Railroad & Utilities	State		\$361,504			
Total for Project 443695-1			\$361,504			

443701-1 - SR20 EAST ON-RAMP IN HAWTHORNE RR CROSSING #625010J

Type of Work: RAILROAD CROSSING

Phase	Funding Source	2024	2025	2026	2027	2028
Railroad & Utilities	State			\$450,000		
Total for Project 443701-1				\$450,000		

445573-1 - NW 45TH DR FROM BLACK FOREST WAY TO C.W. NORTON ELEM SCHOOL.

Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal	\$65,294				
Construction	Federal			\$360,646		
Total for Project 445573-1		\$65,294		\$360,646		

447032-1 - SR222(39TH AVE) FROM NW 92ND CT TO NW 43RD ST.

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$6,514,103				
	Local	\$72,018				
	State	\$3,191,934				
Total for Project 447032-1		\$9,778,055				

447203-1 - SR24(KENNARD ST) IN WALDO FROM NE 148TH AVE TO NE 144TH AVE

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$616,252			
	State		\$149,266			
Construction	Federal				\$4,893,429	
	State				\$1,389,635	
Total for Project 447203-1			\$765,518		\$6,283,064	

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ALACHUA COUNTY

Highways

447233-2 - CITY OF GAINESVILLE; MULTIPLE LOCATIONS

Type of Work: SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal			\$590,000		
Total for Project 447233-2				\$590,000		

447475-1 - NW 97TH BLVD AND SR222(NW 39TH AVE)

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$681,609				
Total for Project 447475-1		\$681,609				

447476-1 - CR231 AT NW156TH AVENUE

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal	\$128,330				
Construction	Federal			\$632,417		
Total for Project 447476-1		\$128,330		\$632,417		

447962-1 - SR331 FROM NORTH OF SR25(US441) TO SOUTH OF SR26

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$4,324,977				
	State	\$5,138,531				
Total for Project 447962-1		\$9,463,508				

447964-1 - SR24 FROM SR222 TO SR200(US301)

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$16,524,235				
	State	\$7,710,464				
Total for Project 447964-1		\$24,234,699				

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Florida Department of Transportation - District Two

ALACHUA COUNTY

Maintenance

214301-4 - ALACHUA

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
Total for Project 214301-4		\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000

214938-4 - ALACHUA COUNTY ROUTINE MAINTENANCE - INTERSTATE

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Total for Project 214938-4		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

414403-1 - LIGHTING AGREEMENTS ALACHUA COUNTY

Type of Work: LIGHTING

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$1,309,057	\$1,348,338	\$1,388,775		
Total for Project 414403-1		\$1,309,057	\$1,348,338	\$1,388,775		

438905-2 - CONCRETE REPAIRS IN ALACHUA COUNTY

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$120,000	\$120,000	\$120,000		
Total for Project 438905-2		\$120,000	\$120,000	\$120,000		

440491-4 - I-75(SR93) ALACHUA COUNTY ASSET MAINTENANCE (CONTRACTOR)

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$4,503,652	\$4,503,652	\$4,503,652	\$4,503,652	\$4,250,000
Total for Project 440491-4		\$4,503,652	\$4,503,652	\$4,503,652	\$4,503,652	\$4,250,000

442075-2 - DITCH CLEANING AND REPAIR IN ALACHUA COUNTY

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$199,978				
Total for Project 442075-2		\$199,978				

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Florida Department of Transportation - District Two

ALACHUA COUNTY

Maintenance

444896-3 - TREE TRIMMING & TREE AND BRUSH REMOVAL

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$199,950				
Total for Project 444896-3		\$199,950				

449976-3 - GAINESVILLE OPERATIONS CREW BUILDING FLOORING REPLACEMENT

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$85,000				
Total for Project 449976-3		\$85,000				

449976-4 - GAINESVILLE OPERATIONS COMPLEX HVAC REPLACEMENT

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$35,500				
Total for Project 449976-4		\$35,500				

449976-5 - GAINESVILLE OPERATIONS CREW BUILDING HVAC REPLACEMENT

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$25,000				
Total for Project 449976-5		\$25,000				

451206-1 - CARPET AND VINYL TILE REPLACEMENT

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Total for Project 451206-1		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

451209-1 - GLASS WINDOW REPLACEMENTS

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$13,000	\$13,000	\$13,000	\$13,000	\$13,000
Total for Project 451209-1		\$13,000	\$13,000	\$13,000	\$13,000	\$13,000

452102-1 - SMO- ELEVATOR CORRECTION CODE

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$3,500				
Total for Project 452102-1		\$3,500				

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Florida Department of Transportation - District Two

ALACHUA COUNTY

Maintenance

452103-1 - SMO- LANDSCAPING FRONT OF BUILDINGS A,C,D AND E

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$30,000				
Total for Project 452103-1		\$30,000				

452104-1 - SMO- PAINTING/CLEANING - INTERIOR & EXTERIOR

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
Total for Project 452104-1		\$40,000	\$40,000	\$40,000	\$40,000	\$40,000

452105-1 - SMO- STORAGE UNIT FOR HVS EQUIPMENT

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$30,000				
Total for Project 452105-1		\$30,000				

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Florida Department of Transportation - District Two

ALACHUA COUNTY

Transportation Planning

439318-4 - GAINESVILLE MPO FY 2022/2023-2023/2024 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2024	2025	2026	2027	2028
Planning	Federal	\$793,553				
Total for Project 439318-4		\$793,553				

439318-5 - GAINESVILLE MPO FY 2024/2025-2025/2026 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2024	2025	2026	2027	2028
Planning	Federal		\$799,738	\$806,047		
Total for Project 439318-5			\$799,738	\$806,047		

439318-6 - GAINESVILLE MPO FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2024	2025	2026	2027	2028
Planning	Federal				\$806,047	\$806,047
Total for Project 439318-6					\$806,047	\$806,047



Tentative Five-Year Work Program Fiscal Years 2023/2024 - 2027/2028

HYBRID PUBLIC HEARING

Thursday, December 1, 2022

Open House: 4:30 to 6:30 p.m.

Presentation: 6 p.m.

In Person:

Jacksonville Urban Office Training Facility
2198 Edison Avenue
Jacksonville, FL 32204

Virtual Public Hearing:

Online: nflroads.com/VPH
By phone: (415) 930-5321
Access code: 534-069-144

This meeting will serve as the official public hearing for the Tentative Five-Year Work Program for FDOT District Two. There will be a brief work program development presentation at 6 p.m. followed by a public comment period. Department staff will be on hand to answer questions or concerns for all counties in District Two.

Interested persons may join the virtual public hearing (VPH) from a computer, tablet or phone or participate in person at the FDOT Jacksonville Urban Office Training Facility, 2198 Edison Avenue, Jacksonville, FL 32204. All participants, regardless of their chosen platform, will experience the same live hearing.

Participants who are unable to attend the webinar online can listen to the hearing by calling (415) 930-5321 and entering access code 534-069-144 when prompted. Please note that while the call-in number is listen-only, callers may submit comments directly to Mr. Greg Evans, FDOT District Two Secretary, at the address listed below.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Brandi Vittur at (800) 749-2967 ext. 7468 at least 7 days before the hearing.

If you cannot make the hearing, visit nflroads.com/vph to get information and submit comments. Comments will be received by the Department at the hearing, at nflroads.com/vph or by mail until **December 16, 2022**, to be documented as part of the public hearing transcript.

Comments should be addressed to:

Greg Evans, District Two Secretary
Florida Department of Transportation
1109 S. Marion Avenue, Mail Station 2000
Lake City, Florida 32025-5874
(386) 758-3700 or (800) 749-2967
Email: greg.evans@dot.state.fl.us

EXHIBIT 3

**New Tentative Work Program Projects
Fiscal Years 2023-24 to 2027-28**

Work Description	Number	Location	Five-Year Timetable			Total Funding#
			Planning	Right Of Way	Capital/ Construction	
Aviation						
Design & Construct Taxiway E Connector PFL0013968	4329582	Gainesville Regional Airport	-	-	2025-26	\$1,850,000
Design & Construct Bulk Hangar PFL0010364	4349212	Gainesville Regional Airport	-	-	2027-28	\$2,000,000
Commercial Apron Expansion PFL0013966	4365943	Gainesville Regional Airport	-	-	2027-28	\$6,510,000
Purchase Equipment for Maintenance & Wildlife Management	4400491	Gainesville Regional Airport	-	-	2027-28	\$350,000
Bicycle/Pedestrian						
Americans With Disabilities Act Sidewalk Modifications	4472332	At City of Gainesvillewide	-	-	2025-26	\$500,000
Intersection						
State Road 331 Traffic Signal Update	4358901	At SE 4 Avenue, SE 2 Avenue, NE 16 Avenue	-	2023-24	-	\$44,979
Interstate/Interchange						
Interstate 75	2149522	At Northbound Rest Area	2024-25	-	-	\$500,000
Landscaping						
No Landscaping Projects	-	-	-	-	-	-
Railroad						
No Railroad Projects	-	-	-	-	-	-
Resurfacing						
State Road 26	2078175	W 38 Street to Gale Lemerand Drive	2024-25	-	-	\$1,098,827
Roadway						
No Road Construct or Streetlighting Projects	-	-	-	-	-	-
Transit						
No Transit Projects	-	-	-	-	-	-
Total New Project Funding						\$12,853,806

* Funding includes utilities, # Rounded to nearest \$1,000


Note - Projects list does not include Florida Department of Transportation Routine Maintenance, State Materials Office, Fixed Capital Outlay and Metropolitan Planning Activities



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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Election of Officers

STAFF RECOMMENDATION

Elect a Chair, Vice-Chair and Secretary/Treasurer.

BACKGROUND


According to its Bylaws, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to hold an organizational meeting each year for the purpose of electing a Chair, Vice-Chair and Secretary-Treasurer. Officers serve a calendar-year starting with the next meeting. Traditionally, officers have alternated between city and county commissioners. The current officers are, as follows:

- Chair Commissioner Adrian Hayes-Santos;
- Vice-Chair Vacant [formerly Commissioner Raemi Eagle-Glenn/Commissioner Mary Alford]; and
- Secretary/Treasurer Commissioner Cynthia Moore Chestnut.

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December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons AICP, Executive Director 
SUBJECT: Audit Review Committee

STAFF RECOMMENDATION

Appoint one city commissioner and one county commissioner to the Audit Review Committee, with one of the members being the Secretary/Treasurer, and that the Secretary/Treasurer serve as Committee Chair.

BACKGROUND

Upon completion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area audit for the fiscal year ended September 30, 2022, the Audit Review Committee will meet with the auditor to review the audit. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint two members to the Audit Review Committee.



December 5, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Florida Metropolitan Planning Organization Advisory Council

STAFF RECOMMENDATION

Appoint a voting member and two alternate voting members to the Florida Metropolitan Planning Organization Advisory Council for 2023.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint one voting member and two alternate voting members to the statewide organization of Metropolitan Planning Organizations - the Florida Metropolitan Planning Organization Advisory Council. The current members are Commissioner Reina Saco voting member, Commissioner Marihelen Wheeler first alternate voting member and Commissioner Desmon Duncan-Walker second alternate voting member.

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SCHEDULED 2023 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	February 1	February 2	February 27 at 3:00 p.m.
APRIL	April 5	April 6	April 24 at 3:00 p.m.
JUNE	May 24	May 25	June 12 at 5:00 p.m.
AUGUST	August 2	August 3	August 21 at 3:00 p.m.
OCTOBER	October 4	October 5	October 23 at 3:00 p.m.
DECEMBER	November 15	November 16	December 11 at 5:00 p.m.

Note, unless otherwise scheduled:

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

MTPO means Metropolitan Transportation Planning Organization
TAC means Technical Advisory Committee
CAC means Citizens Advisory Committee
B/PAB means Bicycle/Pedestrian Advisory Board
NCFRPC means North Central Florida Regional Planning Council
TMC means Traffic Management Center



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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www.ncfrpc.org/mtpo