

October 22, 2013 - Regular Meeting  
Agenda Item #42

Subject

Central Manatee Network Alternatives Analysis

Briefings

Briefing Provided Upon Request

Contact and/or Presenter Information

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Action Requested

Recommend the Sarasota/Manatee Metropolitan Planning Organization approve a Transportation Improvement Program Amendment to replace the U.S. 301/U.S.41 Project Development and Environmental Study (PD&E) with the Central Manatee Network Alternatives Analysis

Enabling/Regulating Authority

N/A

Background Discussion

In November 2012, the Florida Department of Transportation (FDOT) provided its FY13/14-FY17/18 draft tentative work program to the Metropolitan Planning Organization (MPO) and local governments. In a December 2012 Board of County Commissioners review of the program, staff identified a concern regarding a proposed project for U.S.301/U.S.41. The project was a new Project Development and Environmental Study (PD&E) for U.S.301/U.S.41 from 13<sup>th</sup> Avenue in Bradenton to 17<sup>th</sup> Street in Palmetto. The concern was the implication of funding a PD&E under current federal interpretation of program requirements. Broadly, a PD&E carries with it an expectation that subsequent phases of the project will be funded or that some subset of the overall project will be fully funded. A PD&E becomes a commitment for future funding. For U.S.301/U.S.41, the PD&E limits include a major crossing of the Manatee River and U.S.301/U.S.41 in a built-up urban environment. The unstated-but-expected commitment had the potential to be large enough to displace other cost feasible projects.

Staff recommended the Board request the PD&E be replaced with a feasibility extending from U.S.301/U.S.41 at Haben Boulevard to 10<sup>th</sup> Street then extend east on 10<sup>th</sup> Street to 24<sup>th</sup> Avenue East in Palmetto. The intent was to establish study boundaries to address greatest concerns of the City of Palmetto and the County, allow local governments to identify projects for further study or implementation, and keep the scale of potential projects manageable.

The Board acted to support the staff position, and the County sent a December 17, 2012, letter to the MPO with this request. Subsequently, the MPO Board voted to approve the Board of County Commissioners position of limiting the area as recommended by county staff. This action was taken leading up to the legislative session, and FDOT staff committed to make the change when the work program was opened for

budget amendments at the beginning of the fiscal year (July 1, 2013).

The issue of "PD&E versus Feasibility Study" has been discussed extensively in the interim at a staff level and at MPO Board meetings. It has been suggested that state and federal staff would consider alternative processes and requirements if the study area for the PD&E were to be expanded.

As the reasons for limiting the study area were based largely on the written federal requirements for a PD&E study, county staff on numerous occasions requested that we be provided in writing what alternative processes and requirements might apply in this situation so that we could determine if we would support expanding the study area. As of this date, we have not received such written documentation.

In an effort to respond to the County and MPO request, FDOT now proposes to replace the PD&E with an "alternatives analysis." An alternative analysis is sometimes an early planning-like component of a PD&E. It is in-turn used to identify projects that could be implemented without further PD&E review and the portions that would proceed to PD&E. Because this approach is actually an early part of a PD&E, it will ultimately carry the same future funding commitment expectations as a PD&E. However, programming the alternatives analysis as a separate step should better define the scope of additional PD&E and potential future commitments arising from it.

On September 18, 2013, there was a Central Manatee Area Workshop at the Bradenton Area Convention Center. This was an advertised meeting with Florida Department of Transportation and Federal Highway Administration representatives present. Local elected officials and other interested parties attended for a presentation and discussion of the proposed alternatives analysis and federal funding policy.

FDOT has initiated a Work Program and Transportation Improvement Program amendment based on the alternatives analysis approach. The amendment is a proposal to delete the \$5.7 million PD&E and replace it with a "Central Manatee Network Alternatives Analysis" for \$3.0 million in FY13/14. The limits are proposed to be expanded. East/west, the limits extend from 26<sup>th</sup> Street West to 27<sup>th</sup> Street East in Bradenton, and north/south, the limits are from 17<sup>th</sup> Avenue in Bradenton to 17<sup>th</sup> Street in Palmetto. This area is shown on the attached map and is a significant expansion of the original PD&E limits, particularly east/west, where the project was previously focused on U.S.301/U.S.41.

Staff is supportive of the concept of expanding the study area as recommended as part of an Alternative Analysis, but continues to have concerns about the lack of written requirements and processes and the lack of clarity as to the extent to which this process commits us in the funding of future projects.

County Attorney Review

Not Reviewed (No apparent legal issues)

Explanation of Other

Reviewing Attorney

N/A

Instructions to Board Records

Please return a copy of the approved agenda item to Clarke Davis, [clarke.davis@mymanatee.org](mailto:clarke.davis@mymanatee.org),

Manatee County Government Administrative Center  
Commission Chambers, First Floor  
9:00 a.m. - October 22, 2013

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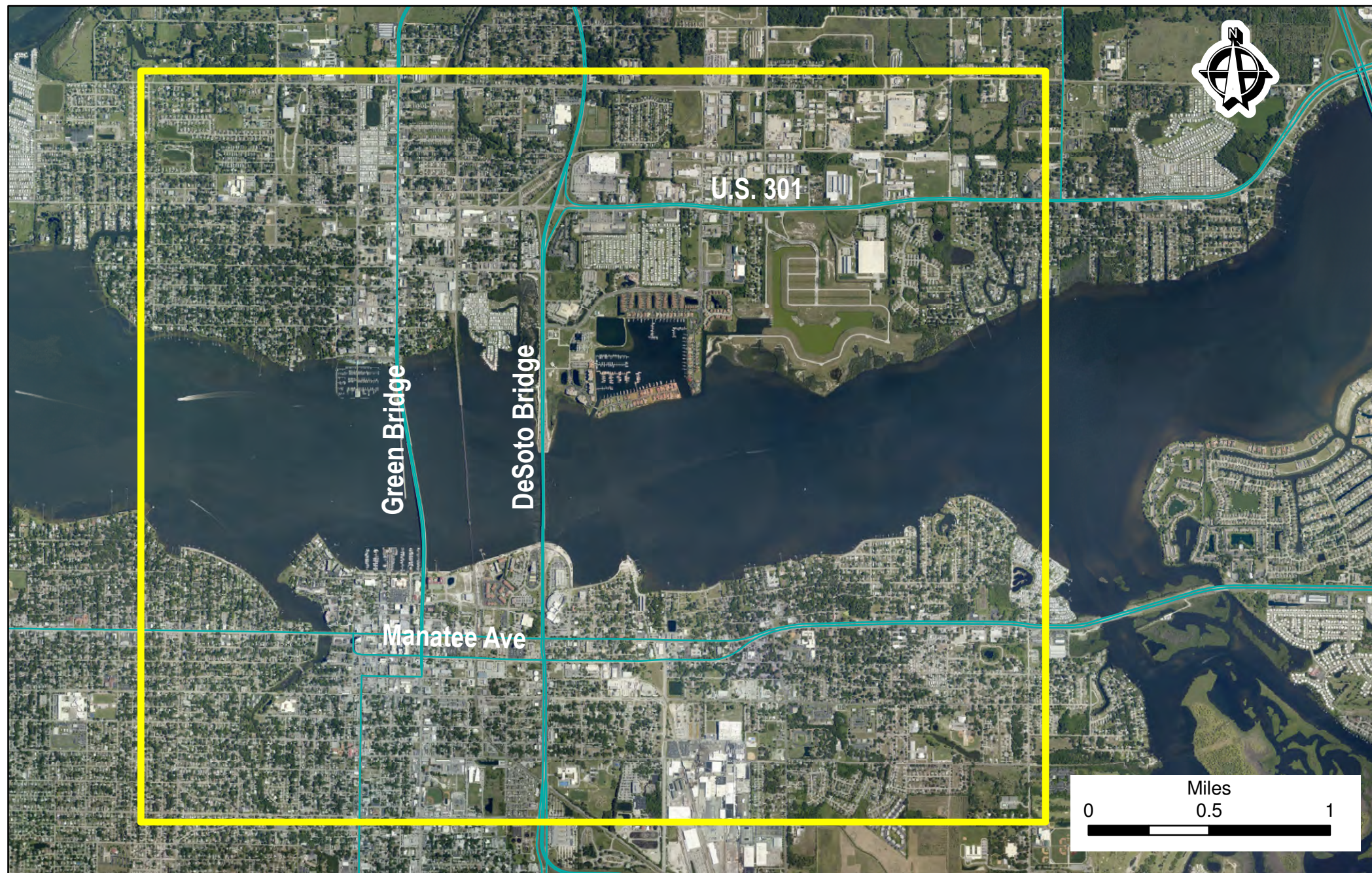
Cost and Funds Source Account Number and Name

N/A

Amount and Frequency of Recurring Costs

N/A

Attachment: [Cent Manatee Study Area.pdf](#)



# Central Manatee Network Alternatives Analysis Proposed Study Area

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Sarasota/Manatee Metropolitan Planning Organization  
2014 State Legislative Priorities

1. **OPPOSE LEGISLATION THAT WOULD RESTRICT OR ELIMINATE LOCAL REVENUE OPTIONS WHICH FUND TRANSPORTATION FACILITIES OR OPERATIONS.**
2. **RESTORE and PROTECT TRANSPORTATION TRUST FUNDS, and RESTORE FUNDING TO TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) and COUNTY INCENTIVE GRANT PROGRAM (CIGP).**
3. **SUPPORT LEGISLATION AUTHORIZING FDOT TO ADVANCE PROJECTS.**
4. **SUPPORT LEGISLATION TO RAISE TRANSPORTATION REVENUE AS RECOMMENDED BY THE MPO ADVISORY COUNCIL (MPOAC)**
  - **Implement the Top 6 Revenue Options overwhelmingly supported by elected officials on the MPOAC Board and its Blue Ribbon Study Committee (attached).**
5. **SUPPORT INNOVATIVE ALTERNATIVE FORMS OF TRANSPORTATION SUCH AS THE GULF OF MEXICO M-10 (SHORT SEA SHIPPING) PROGRAM BETWEEN PORT MANATEE AND THE PORT OF BROWNSVILLE AND MULTIMODAL IMPROVEMENTS INCLUDING PUBLIC TRANSPORTATION; BICYCLE, PEDESTRIAN and TRAILS; and ADVANCED TRAFFIC MANAGEMENT SYSTEMS (ATMS).**
6. **CONSOLIDATE TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY (TBARTA) AND CHAIRS COORDINATING COMMITTEE (CCC) OF WEST CENTRAL FLORIDA.**

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Sarasota/Manatee Metropolitan Planning Organization  
2014 Federal Legislative Priorities

1. **Reduce unnecessary federal regulations to lower project costs and expedite project construction.**
2. **Support more equitable rate of return of federal gas tax revenues to the State of Florida of 95% as passed in MAP-21.**
3. **Continue efforts to consolidate transportation funding streams to increase flexibility and improve efficiency.**
4. **Support continued investments for Port Manatee, a deepwater port that is strategically located as the closest deepwater cargo port in the United States to the Panama Canal and Cuba, including the M-10 Short Sea Shipping Program.**