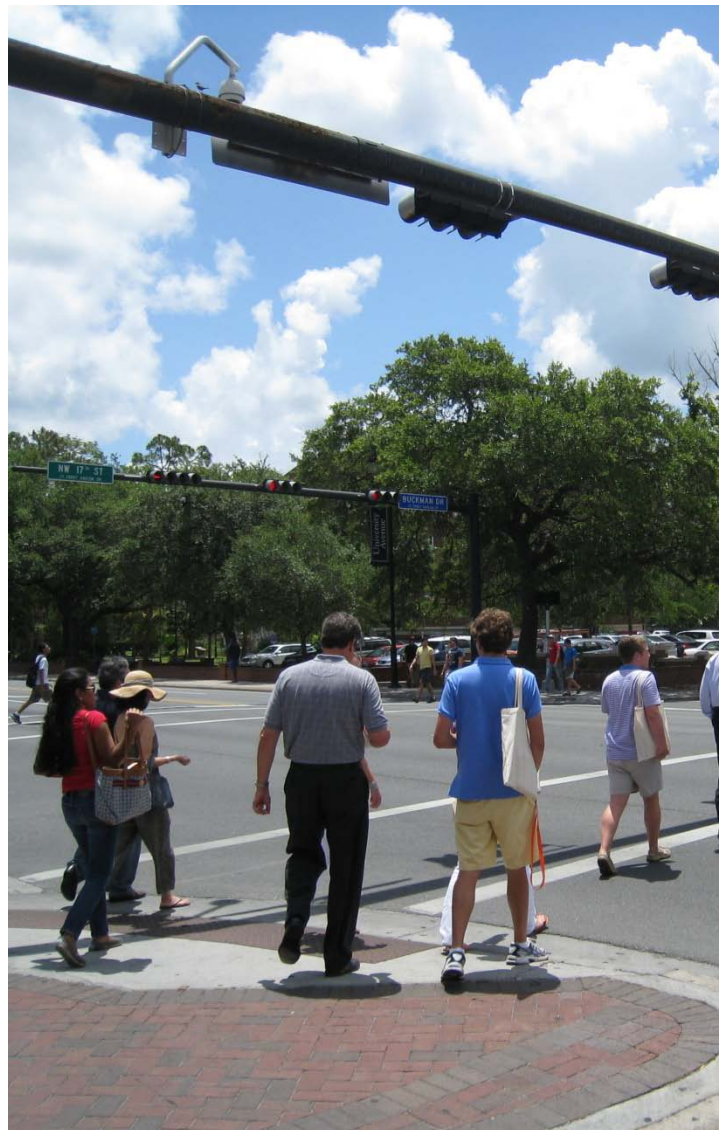


Meeting Packet

June 5, 2017

5:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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

May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Charles S. Chestnut, IV, Chair

SUBJECT: Meeting Announcement

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **Monday, June 5, 2017 at 5:00 p.m.** This meeting will be held in the **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

Jack Durrance Auditorium
Alachua County Administration Building, Gainesville, Florida

June 5, 2017
5:00 p.m.

STAFF RECOMMENDATION

- Page #3 **I. Approval of the 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 #113 **II. Transportation Improvement Program Amendment For Fiscal Years 2016-17 to 2020-21 Federal Transit Administration Section 5310 Capital Grant** **APPROVE JOINT RECOMMENDATION**
- The Florida Department of Transportation has requested an amendment to the current Transportation Improvement Program to add a Federal Transit Administration Section 5310 Capital Grant project.
- Page #117 **III. Transportation Improvement Program For Fiscal Years 2017-18 to 2021-22** **APPROVE JOINT RECOMMENDATION**
- All federal and state funds in the Transportation Improvement Program have to be approved by the Metropolitan Transportation Planning Organization.
- Page #121 **IV. List of Priority Projects For Fiscal Years 2018-19 to 2022-23** **APPROVE JOINT RECOMMENDATION**
- The Metropolitan Transportation Planning Organization needs to approve priority lists for projects that are needed, but not funded.
- Page #125 **V. Public Involvement Plan Update** **APPROVE JOINT RECOMMENDATION**
- Each year, the Metropolitan Transportation Planning Organization reviews its public involvement plan to ensure that its process provides full and open access to all citizens.

VI. State Road 26 (Newberry Road) Bikelanes Update -

NO ACTION REQUIRED

The Florida Department of Transportation has responded to a letter from SIMED, a medical facility located adjacent to State Road 26 (Newberry Road) along the segment subject to the request to remove on-street parking by the Metropolitan Transportation Planning Organization.

VII. Next Meeting

NO ACTION REQUIRED

The next Metropolitan Transportation Planning Organization meeting is scheduled for August 7, 2017 at 3:00 p.m.

VIII. Comments

- A. Metropolitan Transportation Planning Organization Members*
- B. Citizens Comments*
- C. Chair's Report*

If you have any questions concerning the agenda, please do not hesitate to contact Scott Koons, AICP, Executive Director, at 352.955.2200.

*No backup material included with the attached agenda material.



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CONSENT AGENDA

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building, Gainesville Florida

June 5, 2017
5:00 p.m.

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - April 3, 2017 APPROVE MINUTES**
The Metropolitan Transportation Planning Organization needs to review and approve this set of minutes.
- Page #15 CA. 2 Section 5305(d) Grant Application APPROVE STAFF RECOMMENDATION**
The Florida Department of Transportation has notified the Metropolitan Transportation Planning Organization that the Federal Transit Administration Section 5305(d) grant funds are available.
- Page #35 CA. 3 Fiscal Year 2016 Audit ACCEPT AUDIT AND APPROVE PAYMENT**
The Metropolitan Transportation Planning Organization needs to accept the audit report and approve payment of the invoice for auditor services.
- Page #63 CA. 4 Fiscal Year 2017-18 Budget ADOPT BUDGET**
This budget establishes revenue and expenditure levels for the fiscal year.
- Page #67 CA. 5 Completion of the Metropolitan Transportation Planning Certification Process NO ACTION REQUIRED**
The Florida Department of Transportation has recertified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area metropolitan transportation planning process.
- Page #73 CA. 6 Transit Ridership Monitoring Report APPROVE STAFF RECOMMENDATION**
This report is updated each year.

Page #77 CA. 7 Glen Springs Braid Referral

**APPROVE JOINT
RECOMMENDATION**

The Citizens Advisory Committee and Bicycle/Pedestrian Advisory Board request referral of the Glen Springs Braid to the Technical Advisory Committee to identify segments that could be Safe Routes to School funded projects.

Page #83 CA. 8 Transportation Disadvantaged Program -
Resolutions of Appreciation

**APPROVE RESOLUTIONS
OF APPRECIATION**

Former Commissioner Craig Carter has served as the Metropolitan Transportation Planning Organization representative and Alachua County Transportation Disadvantaged Coordinating Board Chair and Dr. Maurice Levy has served at the Elderly representative on the Transportation Disadvantaged Coordinating Board.

Page #91 CA. 9 Transportation Disadvantaged Program -
Transportation Disadvantaged Board Reappointments

**REAPPOINT MR. HARRIS,
MS. MCKENZIE
AND MR. LINDEN**

Voting member applicants include Charles Harris Jr. as the Community Action Representative, Tiffany McKenzie as the Community Action Alternate and Albert Linden Jr. as the Veterans Representative.

Page #99 CA. 10 Transportation Disadvantaged Program -
Status Report

NO ACTION REQUIRED

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

Page #109 CA. 11 Florida Department of Transportation -
Florida's Completing Streets Brochure

NO ACTION REQUIRED

The Florida Department of Transportation has provided a brochure regarding its Complete Streets Program.

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

April 3, 2017
3:00 p.m.

MEMBERS PRESENT

Harvey Budd
Mike Byerly
Craig Carter
Todd Chase
Charles Chestnut, IV, Chair
Ken Cornell
Adrian Hayes-Santos
Robert Hutchinson
Lee Pinkoson
Lauren Poe
Helen Warren
Linda Dixon/Curtis Reynolds
Karen Taulbee/Greg Evans

MEMBERS ABSENT

Charles Goston
Doug Jones

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Chair Charles Chestnut, IV called the meeting to order at 3:01 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Chestnut asked for approval of the meeting agenda and consent agenda.

**MOTION: Commissioner Carter moved to approve the Consent Agenda and Meeting Agenda.
Commissioner Hutchinson seconded; motion passed unanimously.**

II. KERMIT SIGMON CITIZEN PARTICIPATION AWARD

Scott Koons, Executive Director, stated that the Gainesville Citizens for Active Transportation was selected by the Citizens Advisory Committee to receive the 2016 Dr. Kermit Sigmon Citizen Participation Award.

Chris Ferlow, Kristen Young and Bob Karp, representing Gainesville Citizens for Active Transportation, spoke regarding the award.

Chair Chestnut presented the award to Gainesville Citizens for Active Transportation.

III. FLORIDA DEPARTMENT OF TRANSPORTATION NORTH INTERSTATE 75 MASTER PLAN

Mr. Koons stated that the Florida Department of Transportation requested an opportunity to present an update on the North Interstate 75 Master Plan to the Metropolitan Transportation Planning Organization.

Huiwei Shen, Florida Department of Transportation Systems Planning Office Manager, discussed the North Interstate 75 Master Plan update and answered questions. She noted that there is a concurrent Federal Rail Administration multi-state passenger rail study underway regarding the feasibility of passenger rail.

A member asked if the percentage of local and non-local crash data for Interstate 75 were available.

Ms. Shen stated that crash data could be researched.

Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager, discussed the 2005 Interstate 75 Master Plan cross-section modification proposals. She noted that the rail study would take approximately 12 to 24 months.

MOTION: Commissioner Hayes-Santos moved to request that the Metropolitan Transportation Planning Organization receive a presentation on the draft passenger rail feasibility study when it is completed. Commissioner Byerly seconded.

FRIENDLY AMENDMENT:

Commissioner Hutchinson asked to receive the presentation before the study is completed. Commissioners Hayes-Santos and Byerly accepted the amendment.

MOTION AS AMENDED:

Commissioner Hayes-Santos moved to request that the Metropolitan Transportation Planning Organization receive a presentation on the draft passenger rail feasibility study before it is completed. Commissioner Byerly seconded; motion passed unanimously.

IV. WEST NEWBERRY ROAD (STATE ROAD 26) BIKELANES

Mr. Koons stated that the Metropolitan Transportation Planning Organization discussed West Newberry Road (State Road 26) bikelanes at its August 1, 2016, October 3, 2016 and December 5, 2016 meetings. He reported that the Metropolitan Transportation Planning Organization requested pavement width information between Interstate 75 and NW 34th Street. He discussed the information, answered questions and reported the joint recommendations.

James Green, Florida Department of Transportation Liaison, stated that District 2 is currently identifying funds for restriping for bikelanes between NW 43rd Street and NW 38th Street.

Phil Mann, Gainesville Public Works Assistant Director, discussed West Newberry Road signal timing and answered questions.

Ms. Taulbee discussed speed studies and the likelihood that any funding for restriping the corridor between NW 52nd Terrace and NW 34th Street, excluding the segment between NW 43rd Street and NW 38th Street, would most likely not be available for several years.

Ms. Young and Mr. Karp spoke in support of the West Newberry Road bikelanes project and traffic calming in the corridor.

MOTION: Commissioner Cornell moved to authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary to request that the Florida Department of Transportation:

1. Program a project to restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes on West Newberry Road (State Road 26) between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street;
2. Conduct a speed zone study between NW 59th Street and NW 40th Drive; and
3. Prioritize this project for State Highway System funding; and
4. Provide the Metropolitan Transportation Planning Organization information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project.

Commissioner Carter seconded; motion passed unanimously.

V. WILLISTON ROAD (STATE ROAD 331) SAFETY REFERRAL

Mr. Koons stated that the Metropolitan Transportation Planning Organization referred a citizen safety concern regarding the downtown Connector Rail-Trail crossing at Williston Road (State Road 331) to its advisory committees. He discussed the joint recommendations and answered questions.

Ms. Young and Mr. Karp spoke in support of safety measure enhancements for the Downtown Connector Rail-Trail crossing on Williston Road.

MOTION: Commissioner Pinkoson moved to include in its List of Priority Projects a project to enhance bicycle and pedestrian safety at the intersection of the Downtown Connector Rail-Trail and Williston Road (State Road 331) including, but not limited to:

1. Conduct a speed zone study on Williston Road (State Road 331) from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone on Williston Road (State Road 331) to include the Downtown Connector Rail-Trail crossing;
2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing;
3. Conduct a line-of-sight analysis of the curve on Williston Road (State Road 331); and
4. Increase visibility of both motorists and trail users.

Commissioner Budd seconded.

FRIENDLY AMENDMENT:

Commissioner Byerly asked to add as item 5. Analyze options for traffic calming in the corridor. Commissioners Pinkoson and Budd accepted the amendment.

MOTION: Commissioner Pinkoson moved to include in its List of Priority Projects a project to enhance bicycle and pedestrian safety at the intersection of the Downtown Connector Rail-Trail and Williston Road (State Road 331) including, but not limited to:

- 1. Conduct a speed zone study on Williston Road (State Road 331) from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone on Williston Road (State Road 331) to include the Downtown Connector Rail-Trail crossing;**
- 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing;**
- 3. Conduct a line-of-sight analysis of the curve on Williston Road (State Road 331); and**
- 4. Increase visibility of both motorists and trail users; and**
- 5. Analyze options for traffic calming in the corridor.**

Commissioner Budd seconded; motion passed unanimously.

VI. BYLAWS

Mr. Koons stated that the Metropolitan Transportation Planning Organization, at its December 5, 2016 meeting, requested discussion of the Bylaws concerning membership of the Citizens Advisory Committee be placed on the agenda for its next meeting. He discussed Citizens Advisory Committee eligibility, answered questions and reported the staff recommendation.

MOTION: Commissioner Hutchinson moved to adopt an amendment to the Metropolitan Transportation Planning Organization Bylaws stating that Alachua County staff, City of Gainesville staff, including Regional Transit System staff, and North Central Florida Regional Planning Council staff directly involved in transportation planning shall not be eligible to serve on the Citizens Advisory Committee. Commissioner Carter seconded; motion passed unanimously.

VII. METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Mr. Koons stated that the Metropolitan Planning Organization Advisory Council amended its bylaws to allow a second alternate representative from each metropolitan planning organization. He reported that Commissioner Hayes-Santos is currently the voting representative and Commissioner Chestnut is currently the alternate representative. He asked the Metropolitan Transportation Planning Organization to appoint a second alternate representative to the Metropolitan Planning Organization Advisory Council for the remainder of this year.

MOTION: Commissioner Hutchinson moved to appoint David Arreola as the second alternate representative to the Florida Metropolitan Planning Organization Advisory Council effective his swearing in as the City of Gainesville District 3 Commissioner. Commissioner Budd seconded; motion passed 10 to 1.

VIII. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for June 5, 2017 at 5:00 p.m.

IX. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member noted that he needed to be replaced as Alachua County Transportation Disadvantaged Coordinating Board Chair.

MOTION: Commissioner Carter moved to appoint Commissioner Hayes-Santos as the Alachua County Transportation Disadvantaged Coordinating Board Chair. Commissioner Chase seconded; motion passed unanimously.

Commissioner Hutchinson and Chair Chestnut thanked Commissioners Carter and Chase for their service on the Metropolitan Transportation Planning Organization.

B. CITIZENS

Judy Etzler thanked Ms. Shen for the Florida Department of Transportation public involvement efforts concerning the Interstate 75 Relief Task Force and suggested a letter from the Metropolitan Transportation Planning Organization to the Florida Department of Transportation.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 4:55 p.m.

Date

Ken Cornell, Secretary-Treasurer

EXHIBIT A

Interested Citizens

Eddy Akpoji
Brooke Azzaro
Jeffrey Bowen
Kaitlin Davidson
Judy Etzler
Chris Ferlow
Vicki Gervickas
Katherine Hamer
Karen Harrell
Adina Hoffman
Bob Karp
Matthew Kuba
Alexa Lorenzo
Rachel Muller
Darwin Patterson
Isabela Robby
Bikram Wadhawan
William Walters
Rachel Weber
Kristin Young

Alachua County

Jeffrey Hays
Brian Singleton

City of Gainesville

Paul Folkers
Phil Mann
Tom Quigley
Teresa Scott

Florida Department of Transportation

James Green
Huiwei Shen
Andrew Young

* Via telephone

Spoke and provided written comments

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

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

**April 3, 2017
3:00 p.m.**

STAFF RECOMMENDATION

- Page #7** **CA. 1** **Minutes- December 5, 2016** **APPROVE MINUTES**
- The Metropolitan Transportation Planning Organization needs to review and approve this set of minutes.
- Page #19** **CA. 2** **Continuity of Operations Plan** **APPROVE STAFF RECOMMENDATION**
- This plan is reviewed each year and revisions are made as needed.
- Page #21** **CA. 3** **Certification - Standard Assurances and Certifications** **AUTHORIZE CHAIR SIGNATURE**
- Each year, the Metropolitan Transportation Planning Organization needs to certify and assure compliance with federal regulations in order to receive funding.
- Page #31** **CA. 4** **Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement** **APPROVE STAFF RECOMMENDATION**
- Every five years, the Metropolitan Transportation Planning Organization is required to review the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement and reaffirm the terms of the agreement.
- Page #45** **CA. 5** **Certification - Metropolitan Transportation Planning Process Certification Statement** **AUTHORIZE CHAIR SIGNATURE**
- Each year, the Metropolitan Transportation Planning Organization and the Florida Department of Transportation are required by federal law and regulation to jointly certify the transportation planning process.

Page #49 CA. 6 Transportation Disadvantaged Program -
Fiscal Year 2017-18 Planning Grant Resolution APPROVE STAFF
RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to annually adopt a resolution authorizing the Chair to sign the Transportation Disadvantaged Program Planning Grant Agreement.

Page #55 CA. 7 Transportation Disadvantaged Program - Alachua County Transportation Disadvantaged Coordinating Board Membership Certification AUTHORIZE CHAIR SIGNATURE

The Metropolitan Transportation Planning Organization is required to annually certify the membership composition of the Transportation Disadvantaged Coordinating Board.

Page #59 CA. 8 Transportation Disadvantaged Program - Status Report NO ACTION REQUIRED

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


Page #69 CA. 9 2017 Florida Metropolitan Planning Organization NO ACTION REQUIRED
Advisory Council- Legislative Priorities and Policy Positions

The Metropolitan Planning Organization Advisory Council has adopted a series of legislative priorities and policy positions for the 2017 Florida Legislative Session.



May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Section 5305(d) Grant Application

STAFF RECOMMENDATION

Authorize the Chair to sign the Exhibit 1 and 2 Section 5305(d) documents.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area submits a grant application for Federal Transit Administration Section 5305(d) funds. These funds are used by the Metropolitan Transportation Planning Organization staff to conduct bicycle, pedestrian and transit planning activities. Attached are the following documents that need to be executed and submitted by the Chair:

1. Federal Assistance Standard Form 424 (see Exhibit 1); and
2. Federal Transit Administration Fiscal Year 2017-18 Certifications and Assurances (see Exhibit 2).

Attachments

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EXHIBIT 1

OMB Number: 4040-0004

Expiration Date: 8/31/2016

Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		
* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		
* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>		
* 3. Date Received: <input type="text"/>		
4. Applicant Identifier: <input type="text"/> Not Applicable		
5a. Federal Entity Identifier: <input type="text"/> Not Applicable		5b. Federal Award Identifier: <input type="text"/> FL- 80-009
State Use Only:		
6. Date Received by State: <input type="text"/>		7. State Application Identifier: <input type="text"/> 1001
8. APPLICANT INFORMATION:		
* a. Legal Name: <input type="text"/> Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area		
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text"/> 59- 1834302		* c. Organizational DUNS: <input type="text"/> 0442335900000
d. Address:		
* Street1: <input type="text"/> 2009 NW 67th Place		
Street2: <input type="text"/>		
* City: <input type="text"/> Gainesville		
County/Parish: <input type="text"/> Alachua		
* State: <input type="text"/> FL: Florida		
Province: <input type="text"/>		
* Country: <input type="text"/> USA: UNITED STATES		
* Zip / Postal Code: <input type="text"/> 32653-1063		
e. Organizational Unit:		
Department Name: <input type="text"/> Transportation Planning		Division Name: <input type="text"/>
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: <input type="text"/> Mr.	* First Name: <input type="text"/> Scott	
Middle Name: <input type="text"/> R.		
* Last Name: <input type="text"/> Koons		
Suffix: <input type="text"/>		
Title: <input type="text"/> Executive Director		
Organizational Affiliation: <input type="text"/> North Central Florida Regional Planning Council		
* Telephone Number: <input type="text"/> 352.955.2200		Fax Number: <input type="text"/> 353.955.2209
* Email: <input type="text"/> koons@ncfrpc.org		

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.505

CFDA Title:

Section 5303(d)

* 12. Funding Opportunity Number:

FL-80-0009

* Title:

Metropolitan Transportation Planning

13. Competition Identification Number:

Not Applicable

Title:

Not Applicable

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Technical Studies in Support of Fiscal Year 2017-18 Unified Planning Work Program

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="126,385.00"/>
* b. Applicant	<input type="text" value=""/>
* c. State	<input type="text" value="15,798.00"/>
* d. Local	<input type="text" value="15,798.00"/>
* e. Other	<input type="text" value=""/>
* f. Program Income	<input type="text" value=""/>
* g. TOTAL	<input type="text" value="157,981.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email:

* Signature of Authorized Representative:

* Date Signed:

EXHIBIT 2

Section 5305(d) GMIS Planning Line Item Codes - FFY17 (FTA Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	<u>\$30,720</u>
44.22.00	General Development and Comprehensive Planning	<u></u>
44.23.01	Long Range Transportation Plan: System Level	<u></u>
44.23.02	Long Range Transportation Planning: Project Level	<u></u>
44.24.00	Short Range Transportation Planning	<u>45,825</u>
44.25.00	Transportation Improvement Program	<u>30,720</u>
44.26.00	Planning Emphasis Areas	<u></u>
44.26.12	Coordination of Non-Emergency Human Service Transportation	<u>19,120</u>
44.26.13	Participation of Transit Operators in Metropolitan Planning	<u></u>
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	<u></u>
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	<u></u>
44.26.16	Incorporating Safety & Security in Transportation Planning	<u></u>
44.27.00	Other Activities	<u></u>
Total Net Projects Cost		<u>\$126,385</u>

Accounting Classifications

44.30.01	Personnel	<u></u>
44.30.02	Fringe Benefits	<u></u>
44.30.03	Travel	<u></u>
44.30.04	Equipment	<u></u>
44.30.05	Supplies	<u></u>
44.30.06	Contractual	<u>\$126,385</u>
44.30.07	Other	<u></u>
44.30.08	Indirect Charges	<u></u>
Total Net Projects Cost		<u>\$126,385</u>

Fund Allocations

44.40.01	MPO Activities	<u>\$126,385</u>
44.40.02	Transit Operator Activities	<u></u>
44.40.03	State and/or Local Agency Activities	<u></u>
Total Net Projects Cost		<u>\$126,385</u>

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Section 5305(d)
Approved Project Budget for FFY17
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	\$38,400
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Plan: System Level	
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	57,281
44.25.00	Transportation Improvement Program	38,400
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	23,900
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
Total Net Projects Cost		\$157,981

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	\$157,981
44.30.07	Other	
44.30.08	Indirect Charges	
Total Net Projects Cost		\$157,981

Fund Allocations

44.40.01	MPO Activities	\$157,981
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
Total Net Projects Cost		\$157,981

Federal Share (80%)	\$126,385
Local Share (20%)	\$31,596

Accounting
Classification
91.37.08.8P-2

\$157,981

APPENDIX A

**FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2017-18
CERTIFICATIONS AND ASSURANCES**

**FEDERAL FISCAL YEAR 2017-18 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature page alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

The Applicant agrees to comply with applicable provisions of Groups 01 – 23. XX
OR

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

Category Description

- | | | |
|-----|--|-------|
| 01. | Required Certifications and Assurances for Each Applicant. | _____ |
| 02. | Lobbying. | _____ |
| 03. | Procurement and Procurement Systems. | _____ |
| 04. | Private Section Protections. | _____ |
| 05. | Rolling Stock Reviews and Bus Testing. | _____ |
| 06. | Demand Responsive Service. | _____ |
| 07. | Intelligent Transportation Systems. | _____ |
| 08. | Interest and Financing Costs and Acquisition of Capital Assets by Lease. | _____ |
| 09. | Transit Asset Management Plan, Public Transportation Agency Safety Plan and State Safety Oversight Requirements. | _____ |
| 10. | Alcohol and Controlled Substance Testing. | _____ |
| 11. | Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts and Core Capacity Improvement). | _____ |
| 12. | State of Good Repair Program. | _____ |
| 13. | Grants for Buses and Bus Facilities and Low or No Emission Vehicle Grant Programs. | _____ |
| 14. | Urbanized Area Formula Grants Programs and Passenger Ferry Grants Program. | _____ |
| 15. | Enhanced Mobility of Seniors and Individuals with Disabilities Programs. | _____ |
| 16. | Rural Areas and Appalachian Development Programs. | _____ |
| 17. | Tribal Transit Programs (Public Transportation on Indian Reservations Programs). | _____ |
| 18. | State Safety Oversight Grant Program. | _____ |
| 19. | Public Transportation Emergency Relief Program. | _____ |
| 20. | Expedited Project Delivery Pilot Programs | _____ |
| 21. | Infrastructure Finance Programs. | _____ |
| 22. | Paul S. Sarbanes Transit in Parks Program. | _____ |
| 23. | Construction Hiring Preferences. | _____ |

APPENDIX A

**FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2017-18
CERTIFICATIONS AND ASSURANCES**

**FEDERAL FISCAL YEAR 2017-18 FEDERAL TRANSIT ADMINISTRATION CERTIFICATIONS AND
ASSURANCES SIGNATURE PAGE**

*(Required of all Applicants for federal assistance to be awarded by the Federal Transit Administration f and
all Federal Transit Administration Grantees with an active Capital or Formula Award)*

AFFIRMATION OF APPLICANT

Name of Applicant: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Name and Relationship of Authorized Representative: Charles S. Chestnut IV, Chair

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations and requirements, follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration in Federal Fiscal Year 2017-18, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Federal Transit Administration intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during Federal Fiscal Year 2017-18.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to the Federal Transit Administration, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 United States Code 3801 *et seq.*, and implementing United States Department of Transportation regulations, "Program Fraud Civil Remedies," 49 Code of Federal Regulations part 31 apply to any certification, assurance or submission made to the Federal Transit Administration. The criminal provisions of 18 United States Code 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized in 49 United States Code chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____
Name Charles S. Chestnut IV, Chair

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its Federal Transit Administration assisted Award.

Signature _____ Date: _____
Name Michele L. Lieberman, Attorney for Applicant

Each Applicant for federal assistance to be awarded by the Federal Transit Administration and each Federal Transit Administration Recipient with an active Capital or Formula Award must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within the Federal Transit Administration's electronic award and management system, provided the Applicant has on file and uploaded to the Federal Transit Administration's electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

FEDERAL FISCAL YEAR 2017-18 DEBARMENT AND SUSPENSION CERTIFICATION

As required by United States Regulations on Government wide Debarment and Suspension (Nonprocurement) at 49 Code of Federal Regulations 29.510

- (1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,
 - (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.
- (2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the United States Department of Transportation.

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Charles S. Chestnut, IV, Chair

Name of Metropolitan Planning Organization

Date

THE UNITED STATES OF AMERICA

IN SENATE

COMMITTEE ON THE JUDICIARY

HEARINGS

ON

THE

PROCEEDINGS

OF THE

INVESTIGATION

OF THE

ACTIVITIES OF THE

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of Metropolitan Planning Organization contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its consultants shall take all necessary and reasonable steps to ensure that disadvantage businesses have an opportunity to compete for and perform the contract work of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in a non-discriminatory environment.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	
Charles S. Chestnut, IV, Chair	Name of Metropolitan Planning Organization	Date

**FEDERAL FISCAL YEAR 2017-18
LOBBYING CERTIFICATION for GRANTS, LOANS
and COOPERATIVE AGREEMENTS**

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, United States Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Charles S. Chestnut, IV, Chair	Name of Metropolitan Planning Organization	Date
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THE UNIVERSITY OF CHICAGO
DEPARTMENT OF POLITICAL SCIENCE
POLITICAL SCIENCE 301

THEORY OF POLITICAL BEHAVIOR
Lecture 1: Introduction to the Course

The course will explore the theoretical foundations of political behavior, focusing on the relationship between individual attitudes and actions. We will examine the role of social norms, group identity, and cognitive processes in shaping political participation. The lecture will introduce key concepts and theories that will be discussed throughout the semester.

The first part of the lecture will discuss the importance of understanding the individual-level factors that influence political behavior. This includes the role of personality, social identity, and cognitive biases. We will also explore the concept of "political efficacy" and its impact on participation.

The second part of the lecture will focus on the role of social norms and group identity in shaping political behavior. We will examine how these factors can either encourage or discourage participation. The lecture will also discuss the concept of "social capital" and its role in facilitating political action.

The final part of the lecture will introduce the concept of "political participation" and its various forms. We will discuss the importance of understanding the different ways in which individuals can engage in politics, from voting to protest. The lecture will also explore the role of political institutions in shaping participation.

Readings: Putnam, R. D. (1993). Making Democracy Work: Civic Traditions in Modern Italy. Princeton, NJ: Princeton University Press.

Assignment: Write a short paper (500-750 words) discussing the role of social norms in shaping political behavior. Be sure to cite at least two sources from the readings.

Title VI / Nondiscrimination Policy Statement

It is the policy of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that no person shall on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights restoration Act of 1987 and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Charles S, Chestnut IV, Chair	Name of Metropolitan Planning Organization	Date
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TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of the United States Department of Transportation Order 1050.2A, the **Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area** assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The **Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area** further assures the Florida Department of Transportation that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer;
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English;
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations;
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the Florida Department of Transportation District Title VI Coordinator;
5. Participate in training offered on Title VI and other nondiscrimination requirements;
6. If reviewed by Florida Department of Transportation or United States Department of Transportation, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days; and
7. Have a process to collect racial and ethnic data on persons impacted by **Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area** programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated _____

by _____
Scott R. Koons, AICP, Executive Director
Metropolitan Transportation Planning Organization for the
Gainesville Urbanized Area

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of a young nation that grew from a small colony of settlers on the eastern coast of North America to a powerful country that spans the continent. The story begins with the first European settlers, who came to the New World in search of a better life. They found a land of opportunity, but also a land of conflict. The settlers fought with the Native Americans for land and resources, and they fought among themselves for power and influence. The story of the United States is a story of struggle and triumph, of a nation that has overcome many challenges and emerged as a global superpower.

The story of the United States is a story of a nation that has been shaped by its geography, its culture, and its history. The country's location in North America, with its vast natural resources and its strategic position between the Atlantic and Pacific Oceans, has played a major role in its development. The country's culture, which is a blend of European, African, and Native American influences, has also shaped its identity. The country's history, which is a story of struggle and triumph, has also played a major role in its development.

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THE HISTORY OF THE UNITED STATES
A STORY OF STRUGGLE AND TRIUMPH



May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Fiscal Year 2015-16 Audit

RECOMMENDATION

Accept the audit report for Fiscal Year 2015-16 and approve the invoice for payment to the auditor.

BACKGROUND

Attached please find a copy of the Auditor's Report for the fiscal year ended September 30, 2016. In December 2016, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appointed Commissioner Cornell and Commissioner Budd to an Audit Review Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also decided to have Commissioner Cornell serve as Committee Chair.

Audit Review Committee Meeting

The Audit Review Committee will meet with the Auditor prior to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting. At that meeting, the Committee will make a recommendation to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area concerning acceptance of the audit report for Fiscal Year 2015-16 and approval the invoice for payment in the amount of \$6,600 to the auditor.

Attachment

t:\scott\sk17\mtpo\memo\audit_june5mtpo.docx

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

ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2016

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

ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2016

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FINANCIAL SECTION

INDEPENDENT AUDITOR'S REPORT

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area
Gainesville, Florida

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization), as of and for the year ended September 30, 2016, and the related notes to the financial statements, which collectively comprise the Organization's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of September 30, 2016, and the changes in financial position and the respective budgetary comparisons for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 7 - 9 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements. The schedule of expenditures of federal awards and state financial assistance is presented for purposes of additional analysis, and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards and state financial assistance is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards and state financial assistance is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated May 8, 2017, on our consideration of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting and compliance.

POWELL & JONES
Certified Public Accountants
May 8, 2017

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
Management's Discussion and Analysis**

This discussion and analysis is intended to be an easily readable analysis of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's (the Organization) financial activities based on currently known facts, decisions or conditions. This analysis focuses on current year activities and should be read in conjunction with the financial statements that follow.

Report Layout

The Organization has implemented Governmental Accounting Standards Board (GASB) Statement 34, "Basic Financial Statements - and Management's Discussion and Analysis - for State and Local Governments". This Statement requires governmental entities to report finances in accordance with specific guidelines. Among those guidelines are the components of this section dealing with management's discussion and analysis. Besides this Management's Discussion and Analysis (MD&A), the report consists of government-wide statements, fund financial statements, and the notes to the financial statements. The first two statements are condensed and present a government-wide view of the Organization's finances. Within this view, all the Organization's operations are categorized as applicable, and reported as either governmental or business-type activities. Governmental activities include basic planning related services and general administration. The Organization had no business-type activities in this fiscal year. These government-wide statements are designed to be more corporate-like in that all activities are consolidated into a total for the Organization.

Basic Financial Statements

The Statement of Net Position focuses on resources available for future operations. In simple terms, this statement presents a snap-shot view of the assets of the Organization, the liabilities it owes and the net difference. The net difference is further separated into amounts restricted for specific purposes and unrestricted amounts. Governmental activities are reported on the accrual basis of accounting.

- The Statement of Activities focuses gross and net costs of the Organization's programs and the extent, if any, to which such programs rely upon general revenues. This statement summarizes and simplifies the user's analysis to determine the extent to which programs are self-supporting and/or subsidized by general revenues.
- Fund financial statements focus separately on governmental and proprietary funds, as applicable. Governmental fund statements follow the more traditional presentation of financial statements. As stated above, the Organization has no proprietary funds and business-type activities.
- The notes to the financial statements provide additional disclosures required by governmental accounting standards and provide information to assist the reader in understanding the Organization's financial condition.
- The MD&A is intended to serve as an introduction to the Organization's basic financial statements and to explain the significant changes in financial position and differences in operations between the current and prior years.

Condensed Financial Information

Condensed financial information from the Statements of Net Position as of September 30, 2016 and 2015, follow:

	Governmental Activities	
	Total Government	
	September 30,	
	2016	2015
Assets:		
Cash	\$ 64,991	\$ 53,716
Receivables	161,185	500
Prepaid expenses	500	802,620
Total assets	226,676	856,836
Liabilities:		
Accounts payable	165,883	797,346
Total liabilities	165,883	797,346
Net Position		
Unrestricted	60,793	59,490
Total net position	\$ 60,793	\$ 59,490

During the year ended September 30, 2016, there was an increase of \$1,303 in net position, due to normal operations during the year.

Condensed versions of the Statement of Activities for the years ended September 30, 2016 and 2015 follow:

	Governmental Activities	
	Total Government	
	Fiscal Year Ended September 30,	
	2016	2015
Revenues		
Program revenues		
Member dues	\$ 24,000	\$ 24,000
Operating grants	798,428	889,771
In-kind contributions	109,272	506
Other income	30	130,224
Total revenues	931,730	1,044,501
Expenses		
Transportation planning services	930,427	1,048,180
Total expenses	930,427	1,048,180
Change in net position	1,303	(3,679)
Beginning net position	59,490	63,169
Ending net position	\$ 60,793	\$ 59,490

Governmental activities

Transportation planning program activities remained similar to the prior year except that total expenses decreased approximately 11%, which were the result of grant revenues also decreasing approximately 10%.

Capital Assets and Debt Administration

Capital Assets

At September 30, 2016, the Organization had no capital assets titled in its name. All of the capital assets utilized in the Organization's programs are owned by North Central Florida Regional Planning Council, its administering agency.

Debt Outstanding

At September 30, 2016, the Organization had no outstanding debt.

Financial Contact

The Organization's financial statements are designed to present users (citizens, taxpayers, customers, and creditors) with a general overview of the Organization's finances and to demonstrate the Organization's accountability. If you have questions about the report or need additional financial information, please contact the Organization's Executive Director at 2009 NW 67th Place, Gainesville, Florida 32653-1603.

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

STATEMENT OF NET POSITION

September 30, 2016

	<u>Governmental Activities</u>
ASSETS	
Current Assets	
Cash	\$ 64,991
Accounts receivable	161,185
Prepaid expenses	500
Total assets	<u>\$ 226,676</u>
LIABILITIES	
Current liabilities	
Accounts payable	\$ 165,883
Total liabilities	<u>165,883</u>
NET POSITION	
Unrestricted	60,793
Total net position	<u>60,793</u>
Total liabilities and net position	<u>\$ 226,676</u>

See notes to financial statements.

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

STATEMENT OF ACTIVITIES

For the Fiscal Year Ended September 30, 2016

	<u>Expenses</u>	<u>Program Revenues Operating Grants and Contributions</u>	<u>Net Expenses and Change in Net Position Governmental Activities Total</u>
Governmental activities:			
General government			
Transportation planning services	\$ 930,427	\$ 907,700	\$ (22,727)
Total governmental activities	<u>\$ 930,427</u>	<u>\$ 907,700</u>	<u>(22,727)</u>
 General revenues:			
Member dues			24,000
Miscellaneous			30
			<u>24,030</u>
 Increase in net position			1,303
 Net position - October 1, 2015			<u>59,490</u>
 Net position - September 30, 2016			<u>\$ 60,793</u>

See notes to financial statements.

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

**BALANCE SHEET
GOVERNMENTAL FUND**

September 30, 2016

	<u>General Fund</u>
ASSETS	
Cash	\$ 64,991
Accounts receivable	161,185
Prepaid expense	500
Total assets	<u>\$ 226,676</u>
 LIABILITIES	
Accounts payable	<u>\$ 165,883</u>
Total liabilities	<u>165,883</u>
 FUND BALANCE	
Unassigned	<u>60,793</u>
Total fund balance	<u>60,793</u>
 Total liabilities and fund balance	<u><u>\$ 226,676</u></u>

Total fund balance is the same as net position in the Statement of Net Position.

See notes to financial statements.

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

**GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES
IN FUND BALANCE - BUDGET AND ACTUAL
For the Fiscal Year Ended September 30, 2016**

	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts	Final Budget Positive (Negative)
REVENUES				
State of Florida, Department of Transportation grants	\$ 679,500	\$ 789,700	\$ 774,254	\$ (15,446)
State of Florida, Transportation Disadvantaged Commission	24,100	24,100	24,174	74
Member dues - Alachua County	9,600	9,600	9,600	-
Member dues - City of Gainesville	14,400	14,400	14,400	-
In-kind contributions (FDOT)	109,200	109,200	109,272	72
Miscellaneous	-	2,600	30	(2,570)
Total revenues	<u>836,800</u>	<u>949,600</u>	<u>931,730</u>	<u>(17,870)</u>
EXPENDITURES				
Professional contractual services	716,600	827,400	808,936	18,464
Other	11,000	13,000	12,219	781
In-kind services (FDOT)	109,200	109,200	109,272	(72)
Total expenditures	<u>836,800</u>	<u>949,600</u>	<u>930,427</u>	<u>19,173</u>
Net change in fund balance	-	-	1,303	1,303
Fund balance, October 1, 2015	<u>59,490</u>	<u>59,490</u>	<u>59,490</u>	<u>-</u>
Fund balance, September 30, 2016	<u>\$ 59,490</u>	<u>\$ 59,490</u>	<u>\$ 60,793</u>	<u>\$ 1,303</u>

The amounts in the Statement of Revenues, Expenditures, and Changes in Fund Balance of the General Fund are the same as the corresponding amounts reported for governmental activities in the Statement of Activities.

See notes to financial statements.

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

NOTES TO FINANCIAL STATEMENTS

September 30, 2016

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization), is a political subdivision created pursuant to provisions of Chapter 163, *Florida Statutes*. The Organization was established in 1977 by an Interlocal agreement between the City of Gainesville, Alachua County and Florida Department of Transportation. It is governed by a fourteen-member board, including the five members of the Alachua County Board of County Commissioners, the seven members of the City of Gainesville City Commission, and non-voting representatives of the University of Florida, and a rural advisor selected by the Alachua County League of Cities. The Organization is not currently subject to state or federal income taxes. Staff services are provided by the North Central Florida Regional Planning Council.

The financial statements of the Organization have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to government units. The Government Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Organization's accounting policies are described below:

A. Reporting entity - As required by generally accepted accounting principles, these financial statements present the Organization and any component units, entities for which the primary government is considered to be financially accountable. There are no entities that would be considered component units of the Organization.

B. Basic financial statements - Basic financial statements are presented at both the government-wide and fund financial level. Both levels of statements categorize primary activities as either governmental or business-type.

Government-wide financial statements report information about the reporting unit as a whole. For the most part, the effect of any interfund activity has been removed from these statements. These statements focus on the sustainability of the Organization as an entity and the change in aggregate financial position resulting from the activities of the year. These aggregated statements consist of the Statement of Net Position and the Statement of Activities.

The Statement of Activities demonstrates the degree to which the direct expenses of a given function are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function. Program revenues include charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function. Any other items not reported as program revenues are reported instead as general revenues.

Fund financial statements report information at the individual fund level. Each fund is considered to be a separate accounting entity. The Organization only reports a general fund which is a governmental fund.

C. Measurement focus, basis of accounting, and basis of presentation - The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. A 120 day availability period after year end is used for revenue recognition. Expenditures are recorded when the related fund liability is incurred.

The Organization reports deferred revenue as applicable on its governmental fund balance sheet. Deferred revenues arise when a potential revenue does not meet both the "measurable" and "available" criteria for recognition on the current period. In subsequent periods, when both revenue recognition criteria are met, the liability for deferred revenue is removed from the balance sheet and revenue is recognized.

Private-sector standards of accounting and financial reporting issued prior to December 1, 1989, generally are followed in the government-wide financial statements to the extent that those standards do not conflict with or contradict guidance of the Governmental Accounting Standards Board.

The Organization reports the following fund:

General Fund

This is the general operating fund of the Organization. It is used to account for all financial resources of the government, except those required to be accounted for in another fund.

D. Cash and cash equivalents - As applicable year to year, the Organization considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents.

E. Cash and Investments - Cash deposits are held by a bank qualified as a public depository under Florida law. All deposits are insured by Federal depository insurance and collateralized with securities held in Florida's multiple financial institution collateral pool as required by Chapter 280, *Florida Statutes*.

F. Pervasiveness of Estimates - The preparation of financial statements in conformity with generally accepted accounting principles required management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

G. Fund Balances - As of September 30, 2016, fund balances of the governmental funds are classified as follows:

Non-spendable - amounts that cannot be spent either because they are in non-spendable form or because they are legally or contractually required to be maintained intact.

Restricted - amounts that can be spent only for specific purpose because of constitutional provisions, charter requirements or enabling legislation or because of constraints that are externally imposed by creditors, grantors, contributors, or the laws or regulations of other governments.

Committed - amounts that can be used only for specific purposes determined by a formal action of the Governing Board. The Governing Board is the highest level of decision making authority for the Organization. Commitments may be established, modified or rescinded only through ordinances or resolutions approved by the Governing Board.

Assigned - amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Under the Organization's general policy, only the Governing Board may assign amounts for specific purposes.

Unassigned – all other spendable amounts.

As of September 30, 2016, fund balances are composed of the following:

Non-spendable	\$ 500
Unassigned	60,293
	<u>\$ 60,793</u>

NOTE 2. BUDGETARY PROCESS

The Organization follows these procedures in establishing the budgetary data reflected in the financial statements:

- a. In March, staff members begin preparing a budget for the fiscal year commencing the following October 1, based on work outlined in the Unified Planning Work Program.
- b. In August, the Organization adopts and approves the budget.
- c. Actual contracts accepted by the Organization throughout the year necessarily have an impact on approved budget operating levels. Should any major changes be needed, due to unforeseen contracts or the need to appropriate additional funds, the budget is then redeveloped for consideration by the Organization.
- d. The budget is adopted on a basis consistent with generally accepted accounting principles. The legal level of budgeting control is the fund level.

NOTE 3. CONCENTRATION OF CREDIT RISK

Significant concentration of credit risk for financial instruments owned by the Organization are as follows:

- a. **Accounts and grants receivable** - Substantially all of the Organization's receivables are for amounts due from federal, state and local governmental agencies under cost reimbursement contracts. The Organization has no policy requiring collateral or other security to support its receivables.
- b. **Cash and cash equivalents** - At September 30, 2016, the carrying amount of the Organization's bank deposits was \$64,991. All deposits with financial institutions were 100% insured by federal depository insurance or by collateral provided by qualified public depositories to the State Treasurer pursuant to the Public Depository Security Act of the State of Florida. The Act established a Trust Fund, maintained by the State Treasurer, which is a multiple financial institution pool with the ability to assess its member financial institutions for collateral shortfalls if a member fails.

NOTE 4. CONTINGENT LIABILITIES

Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the Federal government. Any disallowed claims, including amounts already collected, may constitute a liability to the Organization. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although the Organization expects such amounts, if any, to be immaterial.

COMPLIANCE SECTION

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE

Federal Grantor/Pass-Through Grantor/ State Grantor Program Title	CFDA/ CSFA Number	Grantor's Number	Program Award/Matching Amount	Received/ Reported Prior Year	Current Year Revenues	Current Year Expenditures
FEDERAL AWARDS						
<i>U.S. Department of Transportation</i>						
<i>Passed through the State of Florida</i>						
<i>Department of Transportation:</i>						
<i>Highway Planning and Construction</i>						
<i>FP #: 439318-1-14-01</i>						
<i>Federal #: FAIN 0241(54)</i>						
<i>Grant award: 2016-17</i>	20.205	GOA89	\$ 484,554	\$ -	\$ 109,569	\$ 109,569
<i>FP #: 214094-9-14-01</i>						
<i>FEDERAL #: FAP 0241 (48) M</i>						
<i>Grant award: 2015-16</i>	20.205	APW92	495,442	70,266	415,338	415,338
<i>State Match</i>			109,272	-	109,272	109,272
			<u>1,089,268</u>	<u>70,266</u>	<u>634,179</u>	<u>634,179</u>
<i>Federal Transit: Metropolitan</i>						
<i>Planning Grants</i>						
<i>2015-16; FPID # 411762-3-14-16</i>						
<i>Grant award</i>	20.505	AQR23	640,394	476,529	163,865	163,865
<i>State match</i>			80,048	59,566	20,482	20,482
			<u>720,442</u>	<u>536,095</u>	<u>184,347</u>	<u>184,347</u>
Total Federal Awards			<u>1,620,390</u>	<u>546,795</u>	<u>688,772</u>	<u>688,772</u>
Total State Match			<u>189,320</u>	<u>59,566</u>	<u>129,754</u>	<u>129,754</u>
STATE FINANCIAL ASSISTANCE						
<i>State of Florida Department of Transportation</i>						
<i>Planning Grants</i>						
<i>FPID # 434702-1-18-01</i>						
<i>2014-15</i>	55.030	AR757	100,000	35,000	65,000	65,000
<i>Transportation Disadvantaged</i>						
<i>FPID # 432029-1-14-01</i>						
<i>2016-17</i>	55.002	GOC26	24,133	-	5,551	5,551
<i>2015-16</i>	55.002	G0206	24,186	5,563	18,623	18,623
			<u>48,319</u>	<u>5,563</u>	<u>24,174</u>	<u>24,174</u>
Total State Financial Assistance			<u>148,319</u>	<u>40,563</u>	<u>89,174</u>	<u>89,174</u>
Total federal and state financial assistance			<u>\$ 1,958,029</u>	<u>\$ 646,924</u>	<u>\$ 907,700</u>	<u>\$ 907,700</u>

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

Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance

For the Fiscal Year Ended September 30, 2016

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies and presentation of the Schedule of Expenditures of Federal Awards and State Financial Assistance of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization) have been designed to conform to generally accepted accounting principles as applicable to governmental units, including the reporting and compliance requirements of the Audits of States, Local Governments, and Non-Profit Organizations and Office of Management and Budget *Uniform Guidance*.

A. Reporting Entity

This reporting entity consists of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Organization includes a Schedule of Expenditures of Federal Awards and State Financial Assistance in the compliance Section for the purpose of additional analysis.

B. Basis of Accounting

Basis of accounting refers to when revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurements made, regardless of the measurement focus.

The accrual basis of accounting is followed in the Schedule of Expenditures of Federal Awards and State Financial Assistance. Under the modified accrual basis, revenues are recognized when they become measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Organization considers revenues to be available if they are collected within 120 days after the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON
COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To Metropolitan Transportation Planning
Organization for the Gainesville Urbanized Area
Gainesville, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as of and for the year ended September 30, 2016, and the related notes to the financial statements, which collectively comprise Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements, and have issued our report thereon dated May 8, 2017.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control. Accordingly, we do not express an opinion on the effectiveness of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material

effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

POWELL & JONES
Certified Public Accountants
May 8, 2017

**INDEPENDENT AUDITOR'S MANAGEMENT LETTER REQUIRED BY
CHAPTER 10.550, RULES OF THE AUDITOR GENERAL**

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have audited the basic financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization) as of and for the year ended September 30, 2016, and have issued our report thereon dated May 8, 2017.

We have issued our Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*, dated May 8, 2017. Disclosures in that report, if any, should be considered in conjunction with this management letter.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* issued by the Comptroller General of the United States. Additionally, our audit was conducted in accordance with the provisions of Chapter 10.550, *Rules of the Auditor General*, which govern the conduct of local governmental entity audits performed in the State of Florida and require that the following items be addressed in this letter.

PRIOR YEAR FINDINGS – There were no reportable findings in the prior year.

CURRENT YEAR FINDINGS - There were no reportable findings in the current year.

FINANCIAL COMPLIANCE MATTERS

Financial Emergency Status – We determined that the Organization did not meet any of the conditions described in Section 218.503(1), *Florida Statutes*, that might result in a financial emergency.

Financial Condition Assessment – As required by the *Rules of the Auditor General* (Sections 10.544(1)(i)7.c. and 10.556(7)), we applied financial condition assessment procedures. It is management's responsibility to monitor the entity's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information they provided.

We noted no deteriorating financial conditions as defined by Rule 10.544(2)(f).

Our audit did not disclose any further items that would be required to be reported under *Rules of the Auditor General* Chapter 10.550.

CONCLUSION

We very much enjoyed the challenge and experiences with this audit of the Organization. We appreciate the helpful assistance of the Organization staff in completing our audit and also the generally high quality of the Organization's financial records and internal controls.

POWELL & JONES
Certified Public Accountants
May 8, 2017

INDEPENDENT ACCOUNTANT'S REPORT

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have examined the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with Section 218.415, *Florida Statutes*, regarding the investment of public funds during the year ended September 30, 2016. Management is responsible for the Organization's compliance with those requirements. Our responsibility is to express an opinion on the Organization's compliance based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants and, accordingly, included examining, on a test basis, evidence about the Organization's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our examination provides a reasonable basis for our opinion. Our examination does not provide a legal determination on the Organization's compliance with specified requirements.

In our opinion, the Organization complied, in all material respects, with the aforementioned requirements for the year ended September 30, 2016.

This report is intended solely for the information and use of the Organization and the Auditor General, State of Florida, and is not intended to be and should not be used by anyone other than these specified parties.

POWELL & JONES
Certified Public Accountants
May 8, 2017

Communication with Those Charged with Governance

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have audited the financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2016. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Organization are described Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2016. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus.

All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There are no sensitive estimates affecting the Organization's financial statements.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There are no sensitive disclosures affecting the financial statements.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. There were no such misstatements identified during our audit.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that

could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated May 8, 2017.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Information in Documents Containing Audited Financial Statements

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

This information is intended solely for the use of the Governing Board and management of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, and is not intended to be and should not be used by anyone other than these specified parties.


Very truly yours,

POWELL & JONES
Certified Public Accountants
May 8, 2017



May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

RECOMMENDATION:

Adopt the budget for Fiscal Year 2017-18 as recommended by staff.

BACKGROUND:

As you know, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopts the Unified Planning Work Program which outlines the anticipated transportation planning expenditures each year for the period beginning on July 1 and ending on June 30. However, since the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is a governmental entity under Florida state law, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area fiscal year begins on October 1. Consequently, a fiscal year budget needs to be adopted for the period October 1 to September 30.

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

Attachment

t:\scott\sk17\mtpo\memo\budget_june5mtpo.docx

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
BUDGET
Fiscal Year October 1, 2017 to September 30, 2018
Proposed June 5, 2017

REVENUE

Florida Department of Transportation	\$ 626,600
Florida Transportation Disadvantaged Commission	25,000
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	<u>106,800</u>
TOTAL REVENUE	\$ 782,400

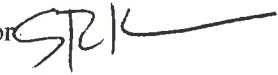
EXPENSES

Contractual Services	\$ 657,800
Legal Advertisements	7,000
Audit	6,800
Travel	2,000
Memberships	500
Office Supplies	1,500
In-Kind Services (Florida Department of Transportation)	<u>106,800</u>
TOTAL EXPENSES	\$ 782,400



May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Completion of the Metropolitan Transportation Planning Certification Process

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

Federal law and regulation requires the Florida Department of Transportation and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to jointly certify each year the transportation planning process for the Gainesville Metropolitan Area, concurrent with the submittal of the five-year Transportation Improvement Program.

A joint review meeting with the Florida Department of Transportation was held on March 15, 2017. As a result of this meeting and documentation submitted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation has recertified the metropolitan transportation planning process and has not identified any recommendations or corrective actions. Exhibit 1 includes signed copies of the Joint Certification Statement, transmittal letter from the Florida Department of Transportation and approval letter from the Florida Department of Transportation.

Attachment

t:\scott\sk17\mtpo\memo\cert2017_statement_signed.docx

EXHIBIT 1



SK ME

Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

RACHEL D. CONE
INTERIM SECRETARY

May 3, 2017

Mr. Scott Koons, AICP
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

Re: Joint Certification Statement on the Metropolitan Transportation Planning Process

Dear Mr. Koons,

I am pleased to provide you with one (1) copy of the Joint Certification Statement on the Metropolitan Transportation Planning Process, signed by District Secretary Greg Evans. You may now include this in your Joint Certification package to submit to the District.

I am providing a scanned copy via email, and sending the original via conventional mail.

If you have any questions please call me at (904) 360.5684.

Sincerely,

James M. Green

James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Karen Taulbee, Transportation Planning Manager

Exhibit 1
Joint Certification Statement on the Metropolitan Transportation Planning Process

Pursuant to the requirements of 23 United States Code 134 (k)(5), 23 Code of Federal Regulations 450.334(a), the Department and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area have performed a review of the certification status of the metropolitan transportation planning process for the **Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area** with respect to the requirements of:

1. 23 United States Code. 134 and 49 United States Code 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 United States Code 2000d-1) and 49 Code of Federal Regulations Part 21;
3. 49 United States Code 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the Fixing America's Surface Transportation Act and 49 Code of Federal Regulations Part 26 regarding the involvement of disadvantaged business enterprises in United States Department of Transportation funded projects;
5. 23 Code of Federal Regulations Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. Americans with Disabilities Act of 1990 (42 United States Code 12101 et seq.) and the regulations found in 49 Code of Federal Regulations Parts 27, 37, and 38;
7. Older Americans Act, as amended (42 United States Code 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 United States Code regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 United States Code 794) and 49 Code of Federal Regulations Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of Noteworthy Achievements by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and, a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and accurately reflect the results of the joint certification review meeting held on **March 15, 2017**.

Based on a joint review and evaluation, the Florida Department of Transportation and the **Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area** recommend that the **Metropolitan Transportation Planning Process for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area** be **Certified**.



Florida Department of Transportation
District Two Secretary (or designee)

04/26/17

Date



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area Chair (or designee)

4/3/17

Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

RECEIVED
MAY 25 2017
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

RACHEL D. CONE
INTERIM SECRETARY

TRANSMITTED ELECTRONICALLY – May 25, 2017

Mr. Scott Koons, AICP
Executive Director
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

**RE: 2017 Joint Certification Process
Metropolitan Transportation Planning Organization (MTPO) for the Gainesville
Urbanized Area**

Dear Mr. Koons

In accordance with Chapter 7 of the MPO Program Management Handbook and cited Federal regulations, the Metropolitan Transportation Planning Organization (MTPO) and the Florida Department of Transportation (FDOT) must jointly certify the metropolitan transportation planning process. The FDOT and MTPO initiated the process in February 2017 with transmission of the Joint Certification questions. Our joint certification review meeting was held in Gainesville on March 15, 2017.

For the past three (3) years, the MTPO and FDOT elected to do a modified certification review. This year, 2017, the MTPO and FDOT conducted a standard review encompassing the ten (10) areas of law specified in 23 C.F.R. 450.334. Although the MTPO is not a Transportation Management Area (TMA) the standard review for the MTPO was more in depth than the modified review.

The MTPO staff did an excellent job providing in-depth discussion, documentation and examples for all of the areas covered. The reflection of the MTPO's public involvement in all aspects of the planning process is very evident with the in-depth review.

The FDOT review did not identify any corrective actions.

Florida Department of Transportation certifies the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area transportation planning process.

Please provide the final Certification Package including the signed Joint Certification Statement to the FDOT liaison for final transmittal. Should you have any questions or need additional information, please contact me at James.Green@dot.state.fl.us or 904-360-5684.

Sincerely,

James M. Green


James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Karen Taulbee, AICP; Mike Escalante, AICP



May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Annual Transit Ridership Monitoring Report

STAFF RECOMMENDATION

Approval of the updated *Annual Transit Ridership Monitoring Report* as a completed planning document.

BACKGROUND

Each year, staff reviews and makes needed revisions to, the *Annual Transit Ridership Monitoring Report* as part of addressing congestion management in the transportation planning process. This report provides the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the most recent annual ridership for the Regional Transit System. Below is the link to the draft *Annual Transit Ridership Monitoring Report*.

http://ncfrpc.org/mtpo/publications/Transit/ANNUAL_TRANSIT_RIDERSHIP_MONITORING_REPORT_2016.pdf

In addition, please find attached a table and pie-chart depicting the Regional Transit System funding for Fiscal Years 2012 to 2016.

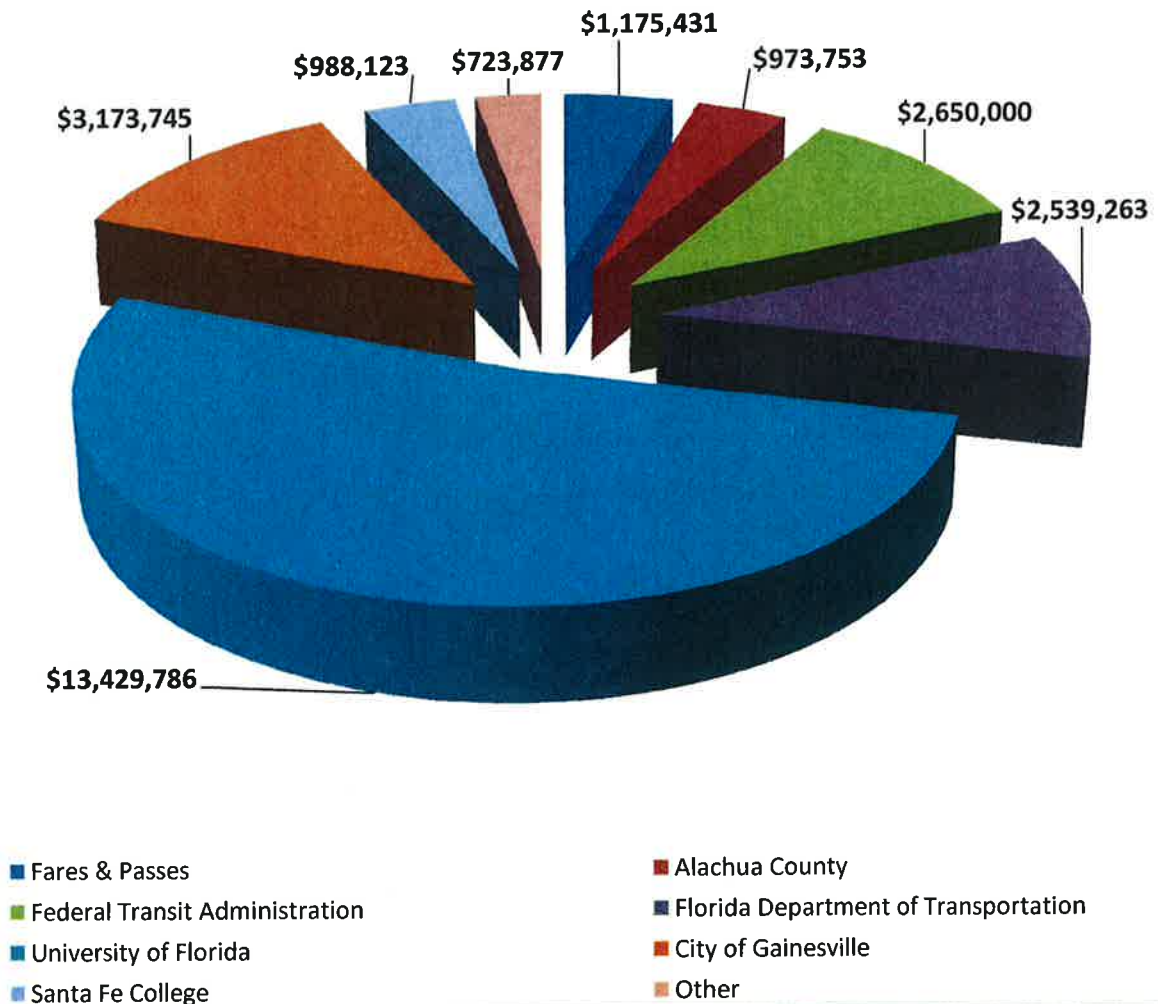
Attachments

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**Regional Transit System Funding
Fiscal Years 2012 to 2016**

Source	Fiscal Year				
	2012	2013	2014	2015	2016
Fares & Passes	\$1,128,500	\$1,151,081	\$1,222,437	\$1,127,565	\$1,175,431
Alachua County	\$838,798	\$905,461	\$1,077,688	\$945,435	\$973,753
Federal Transit Administration	\$2,650,000	\$2,650,000	\$2,650,000	\$2,650,000	\$2,650,000
Florida Department of Transportation	\$1,632,559	\$2,084,849	\$2,110,575	\$2,478,267	\$2,539,263
University of Florida	\$11,240,910	\$11,364,277	\$12,652,528	\$12,598,193	\$13,429,786
City of Gainesville	\$2,387,265	\$2,731,431	\$2,964,299	\$3,006,407	\$3,173,745
Santa Fe College	\$1,100,212	\$956,885	\$987,317	\$959,056	\$988,123
Other	\$635,342	\$644,747	\$655,956	\$708,728	\$723,877
Total Revenue	\$21,613,586	\$22,488,731	\$24,320,800	\$24,473,651	\$25,653,978

Regional Transit System Fiscal Year 2016





May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Glen Springs Braid Referral

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization refer the Glen Springs Braid project to its Technical Advisory Committee to identify segments for Safe Routes to School funding in the Fiscal Years 2019-20 to 2023-24 List of Priority Projects.

BACKGROUND

At their respective meetings the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee discussed the draft *List of Priority Projects* document. During their discussions, they discussed potential funding for the Glen Springs Braid project with Safe Routes to School funds.

Exhibit 1 includes excerpts from the Metropolitan Transportation Planning Organization 2003 Alachua Countywide Bicycle Master Plan Addendum regarding the Glen Springs Braid. This Braid extends from the NW 34th Street to Waldo Road along the Glen Springs Boulevard/North 23rd Avenue corridor. Exhibit 2 show that the portions of the Glen Springs Braid lie within the two-mile eligibility radius for the following public schools:

High School	Middle School	Elementary School
Gainesville	Howard Bishop	Charles W. Duval
-	Westwood	Stephen Foster
-	-	Glen Springs
-	-	J. J. Finlay
-	-	Littlewood
-	-	Marjorie Kinnan Rawlings
-	-	W. A. Metcalfe
-	-	C. W. Norton

Attachments

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EXHIBIT 1

Transporting Ecologies Nets, Braids & Loops

Glen Springs Braid (8th Immediate Priority)

Glen Springs Braid rated second to last in the public ranking and rated lowest in cost benefit analysis and produced a low latent demand. The latter is a result of the lower commercial density along the majority of the Braid.

With the new development in the Glen Springs area and the short-cut auto route between the NW 39th Avenue and NW 31st Street (NW 23rd Avenue) this has the potential to be a major cycle thoroughfare in the future. Unfortunately, given the condition of the existing roadway and the creeks and streams that this path crosses, major construction will be required to achieve a well integrated trail. Future design should include better creek overpasses allowing cycles to pass under and include vertical connectivity to potential creekway paths.

The section of Braid that connects Waldo Road to the Hawthorne Braid (at NE 1st Terrace) is also a key component of a well connected system. This provides a short linkage between the northeast neighborhoods and the off-road Hawthorne Braid as part of a direct commuter route into campus or out of town ultimately connecting to the Gainesville Airport. It is a much more viable commuter route in the northeast than the existing truck dominated NE 39th Avenue infrastructure.

Given that even a cycle lane would require major renovations, an off-road path is recommended for the section between NW 39th Avenue and NW 13th Street. Quality of Service (QOS) 'B' should be achieved between 13th Street and Waldo Road.

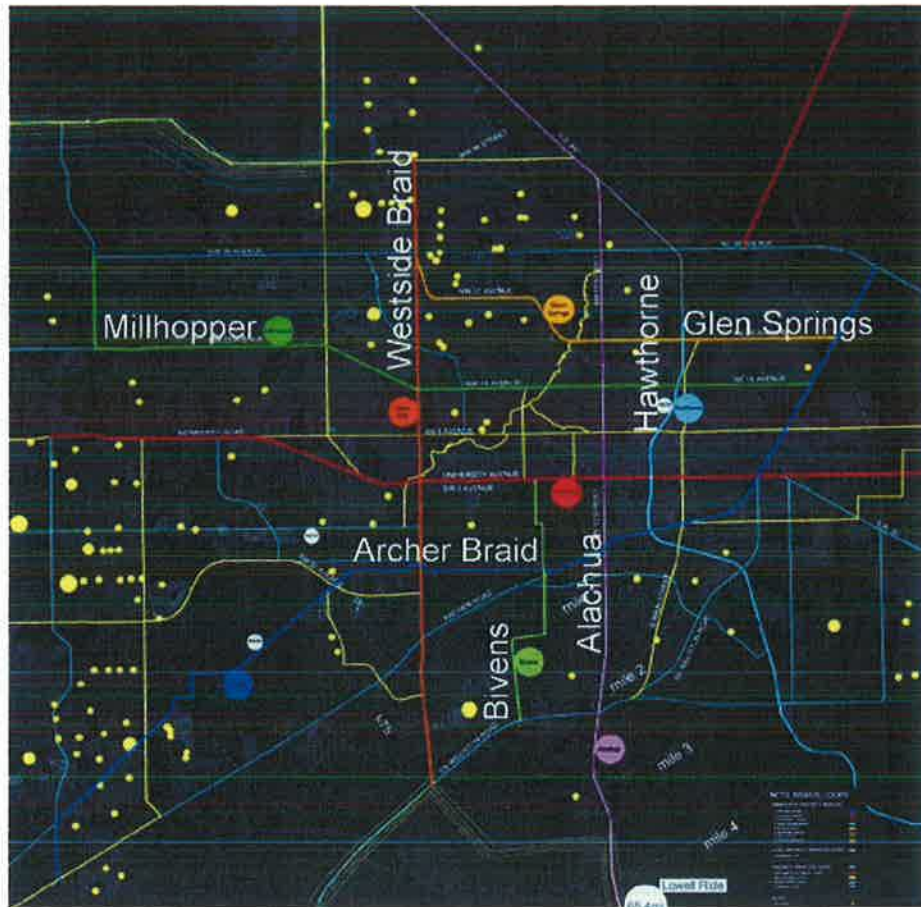
Loops

Loops comprise the longer route recreational and competitive cycle network linking the urban and rural areas. During the analysis and design phase of this Master Plan Addendum (Spring of 2004), three individuals were fatally injured while riding on the paved shoulder of US 27/41 in Alachua County. On average, two people are killed each year in the county on rural roads. Although many factors contribute to these horrible events, strategies to reduce this statistic are available — foremost is providing separation between high-speed autos and bicycles.

Existing Loops, as identified on the Countywide Bicycle Priorities map have been designated as high priority and priority projects. In rural areas, where automobile speeds are high (> 45 mph), separated paths provide the safest infrastructure and are preferred by most riders — safety as the most important factor determining where and how far people will ride. These Loops (rural routes) should be upgraded with off-road independent bicycle paths separated from the roadway by 10' or more. This will have a substantial cost and may be difficult to implement in some locations. However, it should be the design goal for infrastructure on the rural routes that cyclists will use most to provide separate bicycle facilities as identified on the Countywide Bicycle Priorities map included in this report.

Urban Area Bicycle
Priorities Map

Immediate, high
priority and priority
Braids are illustrated
in addition to Nets
stitching suggestions
to improve
neighborhood
connectivity.

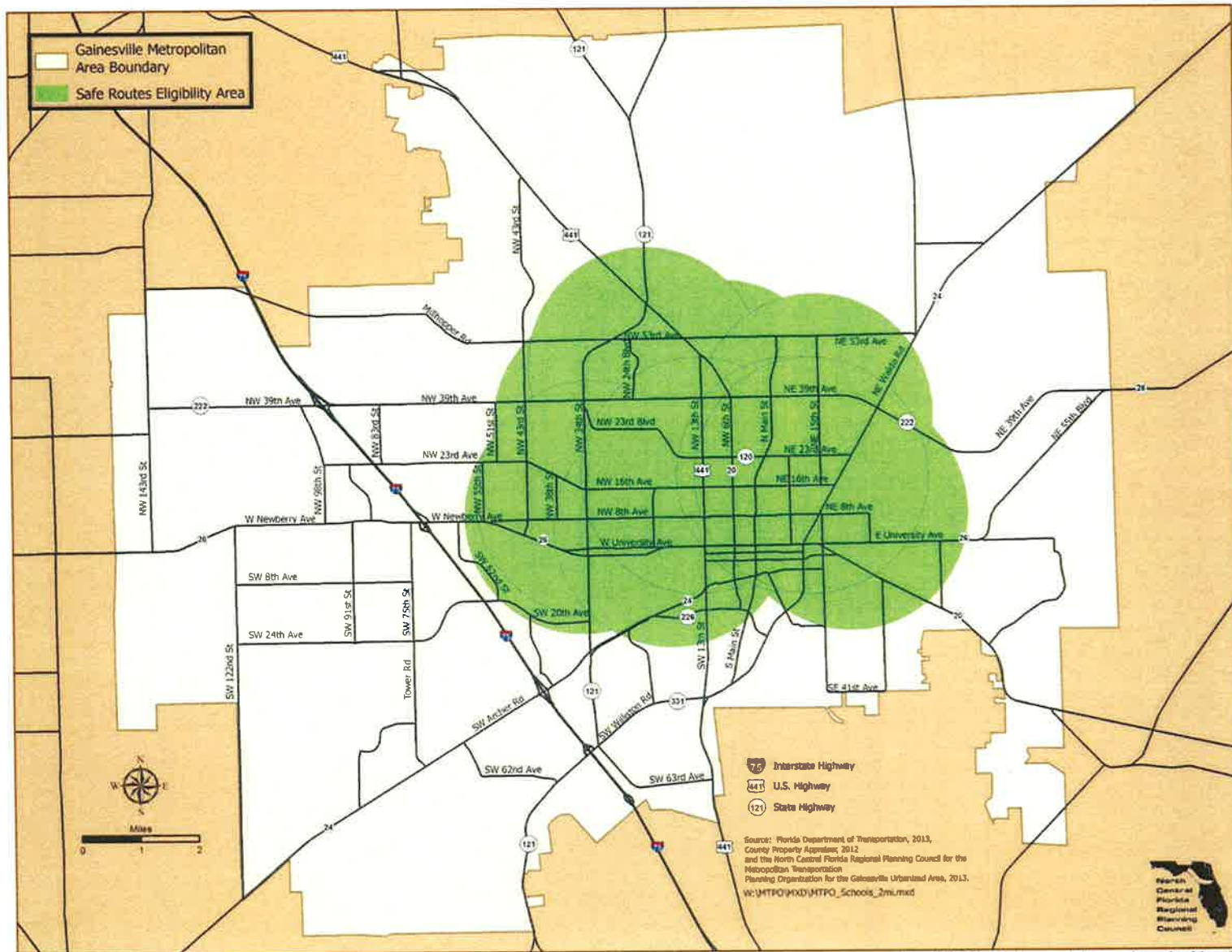


Archer Braid (1st Immediate Priority)

Archer Braid emerged as the top immediate priority based on public input, latent demand ratings, cost benefit analysis and the opportunity to extend existing funded initiatives.

Archer Braid combines two existing cycle path initiatives — the Hull road extension and the Archer Connector (Alachua County). A strategic extension of the proposed Archer Road connector ending at SW 81st Street is recommended to provide superior connectivity between the Haile Plantation area, Kanapaha Gardens and adjacent neighborhoods, SW 20th Avenue “Student Village” and the University of Florida. This adjustment optimizes east-west commuter and recreational off-road cycle and pedestrian potentials. The proposed Braid takes advantage of an existing electrical utility easement — reducing the costs of purchasing property. The new path would showcase

Glen Springs Braid School-Eligibility Area



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May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program -
Resolutions of Appreciation

RECOMMENDATION:

Approve the attached resolutions of appreciation for Commissioner Craig Carter, Dr. Maurice Levy and Linda Tatum.

BACKGROUND:

The attached resolutions of appreciation are regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. The following individuals served on the Alachua County Transportation Disadvantaged Coordinating Board. Commissioner Craig Carter served as Chair of the Board since August 2014. Dr. Maurice Levy served as the Elderly Representative since June 2013. Linda Tatum served as the Regional Workforce Board Representative since June 2010.

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

Attachments

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



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June 5, 2017

The Honorable Craig Carter
Gainesville City Commission
P.O. Box 490, Station 19
Gainesville, FL 32601-0490

RE: Florida's Transportation Disadvantaged Program

Dear Commissioner Carter:

On behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, I want to express our regret that you will no longer serve as Chair of the Alachua County Transportation Disadvantaged Coordinating Board. Your knowledge and your concern for transportation disadvantaged individuals have made you a valuable asset to the Board.

As a token of our appreciation for your service, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, at its regular meeting on June 5, 2017 unanimously approved the enclosed resolution. Thank you for taking the time to serve on this Board.

Sincerely,

Charles Chestnut, IV
Chair

Enclosure

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-98-

RESOLUTION

WHEREAS, Commissioner Craig Cater has served as Chair of the Alachua County Transportation Disadvantaged Coordinating Board since August 2014; and

WHEREAS, Commissioner Craig Carter ably discharged the duties of the Chair of 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 Commissioner Craig Carter 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 Commissioner Craig Carter.

Charles Chestnut, IV, Chair

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

June 5, 2017

Date



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June 5, 2017

Dr. Maurice Levy
2281 NW 24th Avenue
Gainesville, FL 32605

RE: Florida's Transportation Disadvantaged Program

Dear Dr. Levy:

On behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, I want to express our regret that you will no longer serve as the Elderly Representative on the Alachua County Transportation Disadvantaged Coordinating Board. Your knowledge and your concern for transportation disadvantaged individuals have made you a valuable asset to the Board.

As a token of our appreciation for your service, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, at its regular meeting on June 5, 2017 unanimously approved the enclosed resolution. Thank you for taking the time to serve on this Board.

Sincerely,

Charles Chestnut, IV
Chair

Enclosure

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88-

RESOLUTION

WHEREAS, Dr. Maurice Levy has served as the Elderly Representative on the Alachua County Transportation Disadvantaged Coordinating Board since June 2013; and

WHEREAS, Dr. Maurice Levy ably discharged the duties of the Elderly 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 Dr. Maurice Levy 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 Dr. Maurice Levy.

Charles Chestnut, IV, Chair

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

June 5, 2017
Date



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June 5, 2017

Ms. Linda Tatum
Tatum Bros. Lumber Co.
P.O. Box A
Lawtey, FL 32058

RE: Florida's Transportation Disadvantaged Program

Dear Ms. Tatum:

On behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, I want to express our regret that you will no longer serve as the Regional Workforce Board Representative on the Alachua County Transportation Disadvantaged Coordinating Board. Your knowledge and your concern for transportation disadvantaged individuals have made you a valuable asset to the Board.

As a token of our appreciation for your service, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, at its regular meeting on June 5, 2017 unanimously approved the enclosed resolution. Thank you for taking the time to serve on this Board.

Sincerely,

Charles Chestnut, IV
Chair

Enclosure

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06-

RESOLUTION

WHEREAS, Linda Tatum has served as the Regional Workforce Board Representative on the Alachua County Transportation Disadvantaged Coordinating Board since June 2010; and

WHEREAS, Linda Tatum ably discharged the duties of the Regional Workforce Board 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 Linda Tatum 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 Linda Tatum.

Charles Chestnut, IV, Chair


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

June 5, 2017
Date



May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Alachua County
Transportation Disadvantaged Coordinating Board Reappointments

RECOMMENDATION

- Reappoint Charles J. Harris as the voting Central Florida Community Action Agency Representative on the Alachua County Transportation Disadvantaged Coordinating Board;
- Reappoint Albert H. Linden, Jr. as the voting Veterans Representative on the Alachua County Transportation Disadvantaged Coordinating Board; and
- Reappoint Tiffany McKenzie as the alternate Central Florida Community Action Agency Representative on the Alachua County Transportation Disadvantaged Coordinating Board.

BACKGROUND:

According to Rule 41-2.012 of the Florida Administrative Code, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. The terms of appointment of the above listed Board members expire on June 30, 2017. The above listed Board members are willing to serve an additional three-year term of reappointment on the Board.

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

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PROPOSAL FOR THE

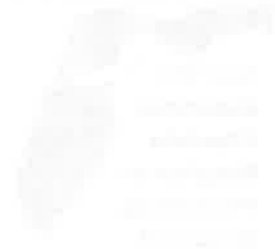
CONSTRUCTION OF A

NEW BRIDGE OVER THE

RIVER, IN THE TOWN OF

WINDHAM, VERMONT, AND THE

STATE OF VERMONT, FOR THE



1900

THE STATE OF VERMONT, BY

THE COMMISSIONERS OF THE

LANDS, FORESTS AND

WATER RESOURCES

WHEREAS, the State of Vermont, by the

Commissioners of the Lands, Forests and

Water Resources, has caused to be

drawn a map

showing the location of the proposed

bridge over the River, in the Town of

Windham, Vermont, and the

State of Vermont, for the



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June 5, 2017

Mr. Charles J. Harris, Executive Director
Central Florida Community Action Agency
1405 NW 13th Street, Ste B
Gainesville, FL 32601-4087

RE: Reappointment to the Alachua County Transportation Disadvantaged Coordinating Board

Dear Mr. Harris:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County under Florida's Transportation Disadvantaged Program, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. At its June 5, 2017 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reappointed you to the Board as the voting Central Florida Community Action Agency Representative for an additional three-year term through June 30, 2020.

We appreciate your service on the Board and your interest in improving public transportation services in Alachua County. If you have any questions concerning this matter, please do not hesitate to call Ms. Lynn Godfrey, AICP Senior Planner, at extension 110.

Sincerely,

Charles Chestnut, IV, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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June 5, 2017

Mr. Albert H. Linden, Jr.
10344 SW 51st Lane
Gainesville, FL 32608

RE: Reappointment to the Alachua County Transportation Disadvantaged Coordinating Board

Dear Mr. Linden:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County under Florida's Transportation Disadvantaged Program, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. At its June 5, 2017 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reappointed you to the Board as the voting Veterans Representative for an additional three-year term through June 30, 2020.

We appreciate your service on the Board and your interest in improving public transportation services in Alachua County. If you have any questions concerning this matter, please do not hesitate to call Ms. Lynn Godfrey, AICP Senior Planner, at extension 110.

Sincerely,

Charles Chestnut, IV, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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June 5, 2017

Ms. Tiffany McKenzie
Central Florida Community Action Agency
1405 NW 13th Street, Ste B
Gainesville, FL 32601-4087

RE: Reappointment to the Alachua County Transportation Disadvantaged Coordinating Board

Dear Ms. McKenzie:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County under Florida's Transportation Disadvantaged Program, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. At its June 5, 2017 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reappointed you to the Board as the alternate Central Florida Community Action Agency Representative for an additional three-year term through June 30, 2020.

We appreciate your service on the Board and your interest in improving public transportation services in Alachua County. If you have any questions concerning this matter, please do not hesitate to call Ms. Lynn Godfrey, AICP Senior Planner, at extension 110.

Sincerely,

Charles Chestnut, IV, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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May 26, 2017

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 following reports:

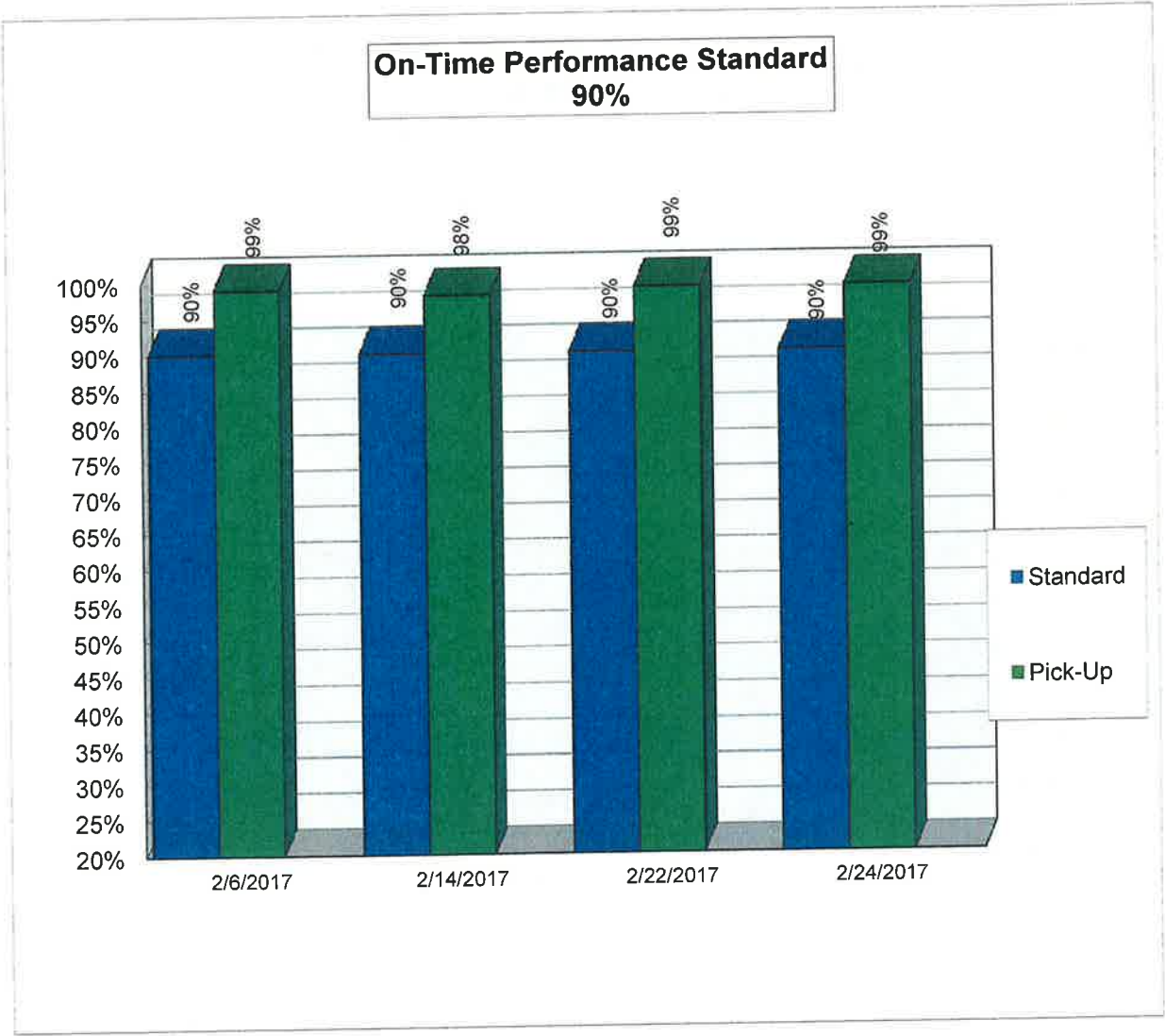
1. Alachua County Transportation Disadvantaged Service Plan Standards Reports
February 2017 - April 2017:
 - On-time performance
 - Complaints
 - Call hold time
 - Accidents
 - Roadcalls
2. MV Transportation Operations Report July 2016 - April 2017.

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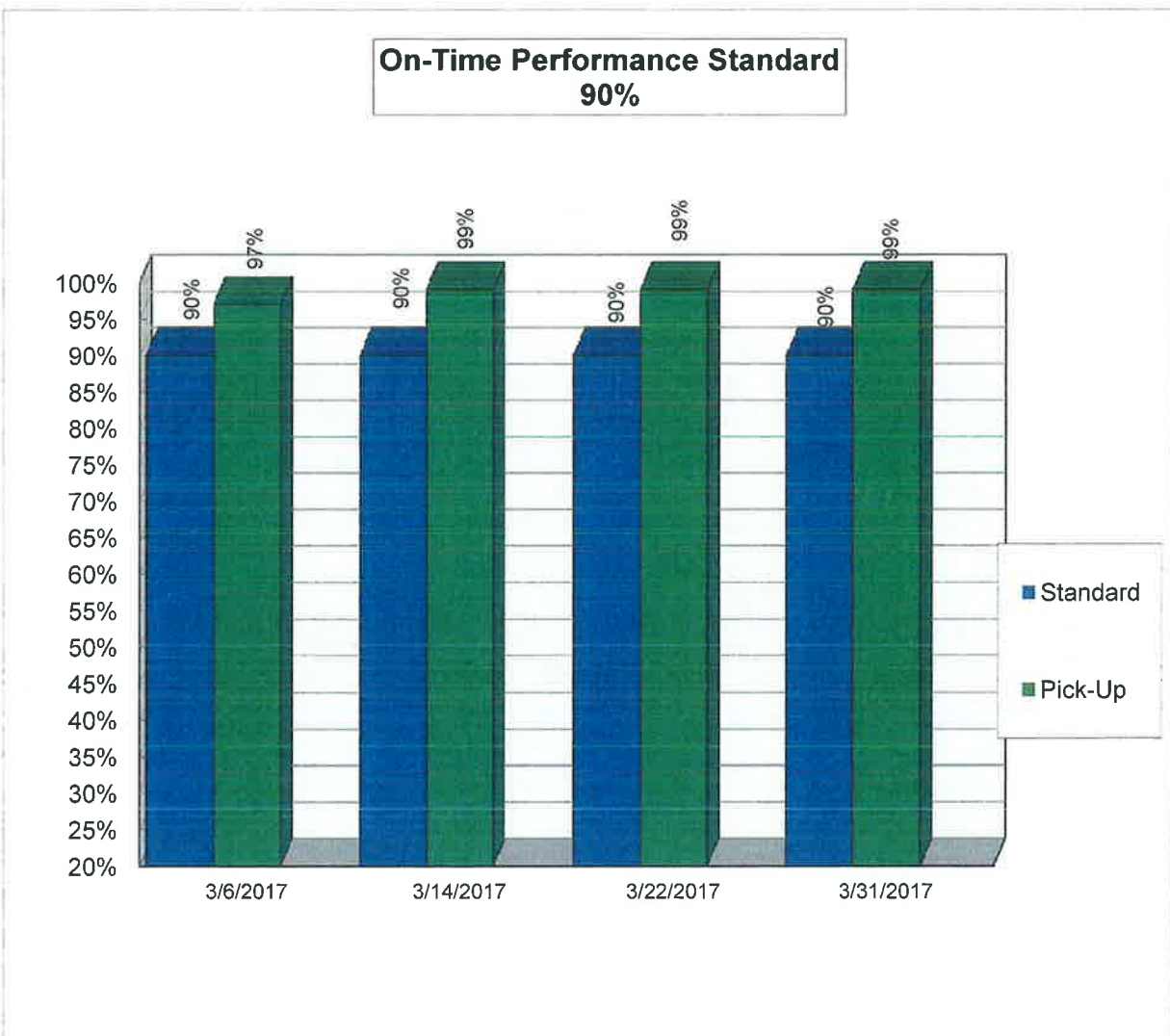
Attachments

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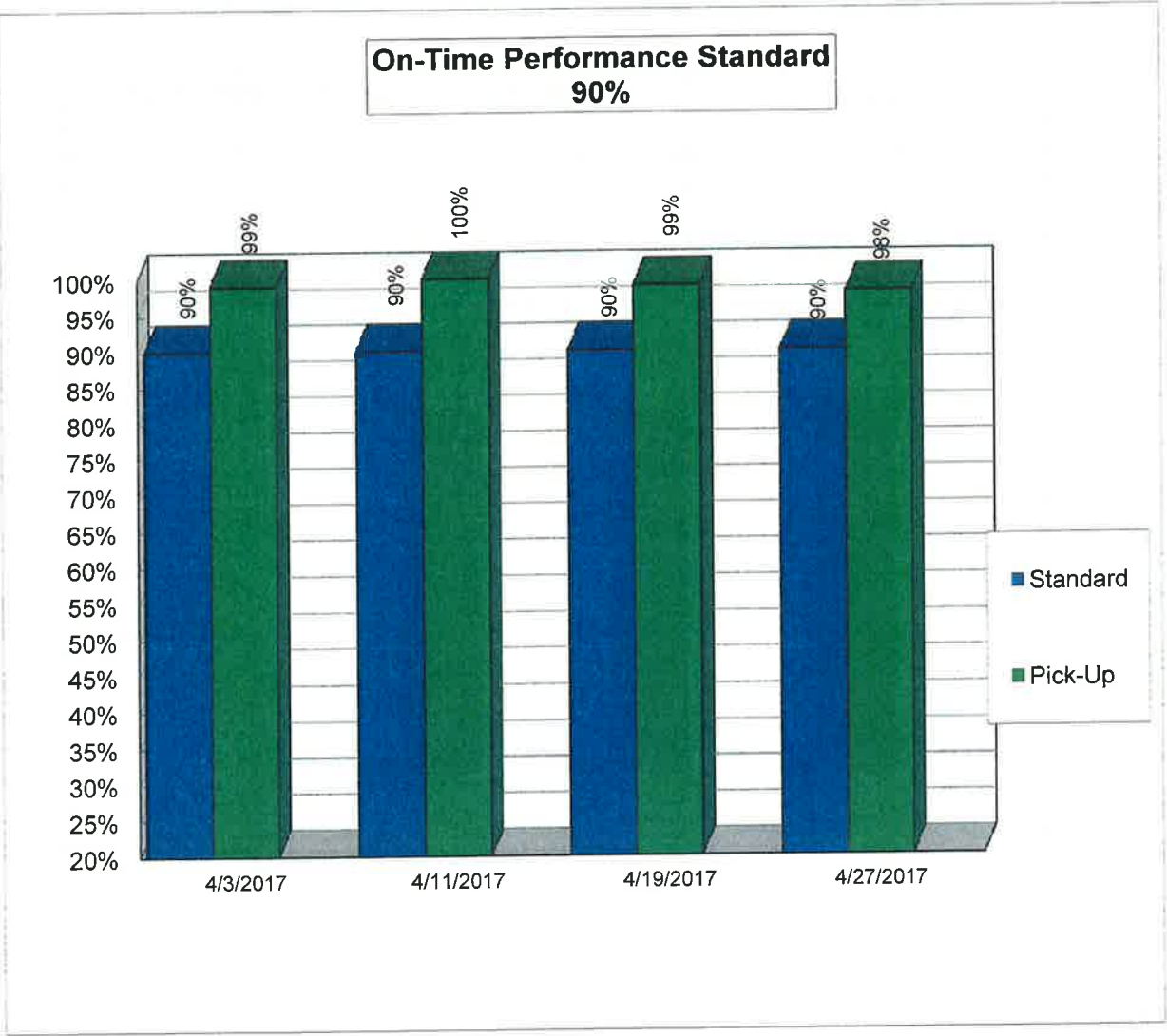
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, FEBRUARY 2017**



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, MARCH 2017**



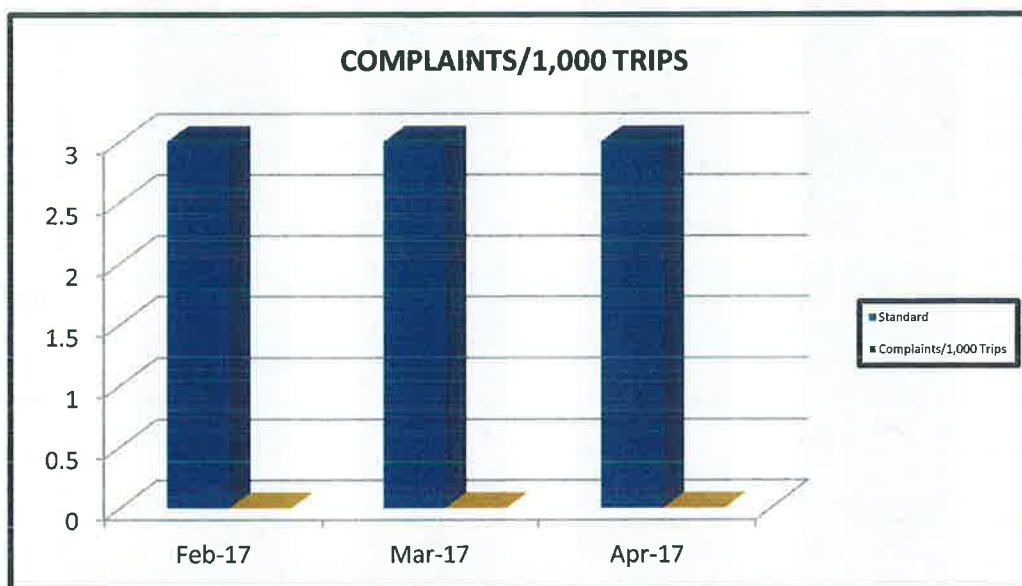
TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, APRIL 2017



TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

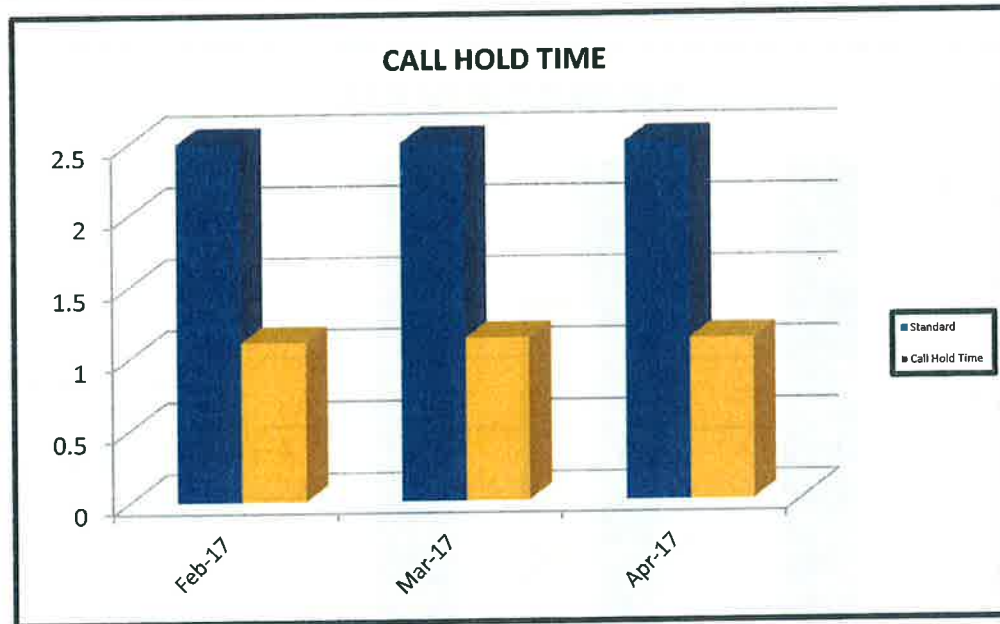
ALACHUA COUNTY, FEBRUARY 2017 - APRIL 2017

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Feb-17	3	0
Mar-17	3	0
Apr-17	3	0



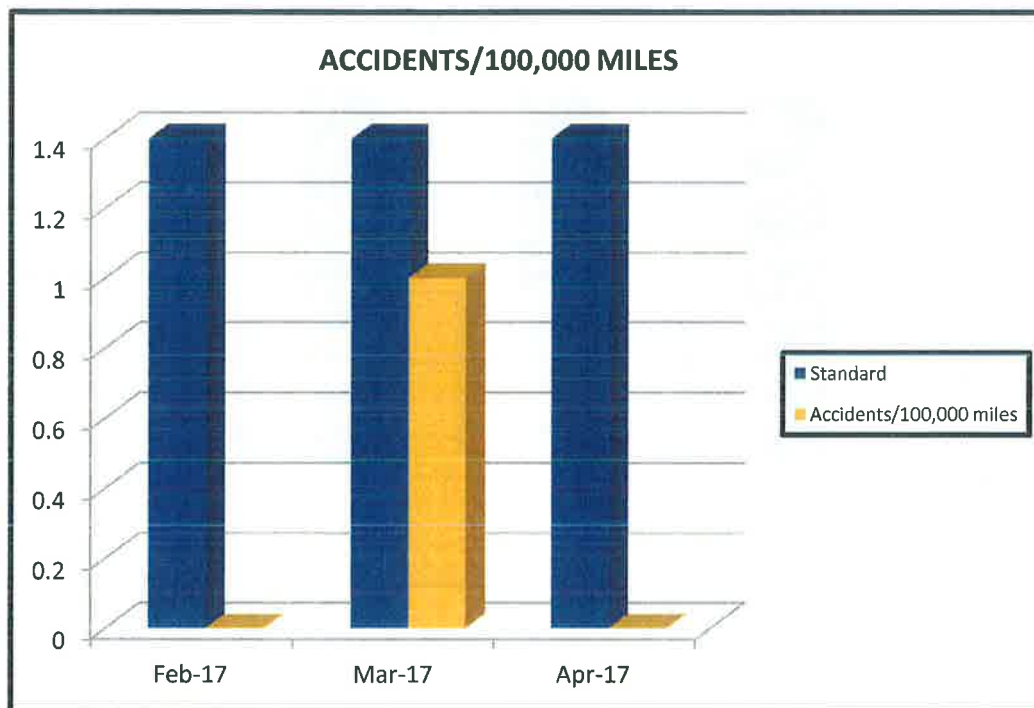
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, FEBRUARY 2017 - APRIL 2017**

MONTH	STANDARD	CALL HOLD TIME
Feb-17	2.5	1.11
Mar-17	2.5	1.13
Apr-17	2.5	1.12



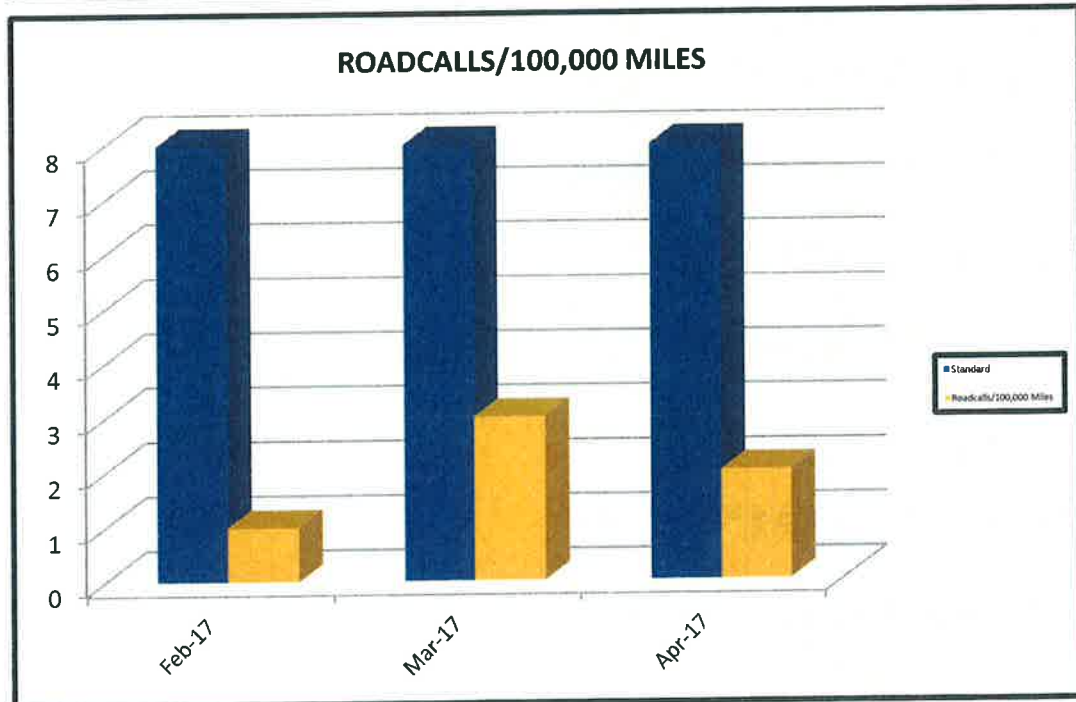
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY FEBURARY 2017- APRIL 2017**

MONTH	STANDARD	ACCIDENTS/100,000 MILES
Feb-17	1.4	0
Mar-17	1.4	1
Apr-17	1.4	0



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, FEBRUARY 2017 - APRIL 2017**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Feb-17	8	1
Mar-17	8	3
Apr-17	8	2



2016-2017 OPERATING DATA	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17
Total No Trips Invoiced	6,992	7,679	7,102	7,001	7,038	6,516	7,102	7,128	7,999	7,416		
HMO Medicaid (Access to Care)	855	379	353	334	352	281	319	0	0	0		
HMO Medicaid (MTM)	208	170	202	167	169	160	152	152	158	139		
Transportation Disadvantaged Program	1,629	1,734	1,798	1,601	1,730	1,478	1,683	1,833	1,859	1,738		
Mobility Enhancement Grant Program - Bus Passes	133	88	229	193	212	136	138	225	338	307		
City of Gainesville ADA Service	3,750	4,639	4,024	4,052	3,826	3,794	4,097	4,188	4,765	4,283		
Florida Department of Transportation 5311	178	127	148	172	175	113	126	0	0	157		
Florida Department of Transportation 5310	124	150	108	113	119	68	62	129	292	191		
Alachua County	229	446	447	535	545	401	488	563	546	570		
Elder Care	29	34	22	27	122	221	37	38	41	31		
Total Vehicle Miles	98,231	105,351	98,987	92,009	97,066	91,331	97,503	98,025	106,426	97,145		
Total Vehicle Hours	5,814	6,368	6,037	5,873	5,854	5,573	6,103	5,909	6,362	6,160		
Average Miles per Trip	14	14	14	13	14	14	14	14	13	13	#DIV/0!	#DIV/0!
Number of No Shows	312	296	296	221	275	201	255	280	386	392		
Number Trips Denied	0	0	0	0	0	0	0	0	0	0		
Accidents	0	1	1	4	0	1	1	0	1	0		
RoadCalls	3	2	2	1	3	1	0	1	3	2		
Commendations	8	6	8	10	8	12	9	16	11	6		
Complaints	5	4	5	3	4	5	2/7,102	8/7,128	4/7,999	2/7,416		
Telephone Calls	9,288	10,073	9,596	9,647	8,864	8,165	9,068	9,197	9,659	9,073		
Average Call On-Hold Time	1.25	1.24	1.07	1.13	1.08	1.11	1.1	1.11	1.13	1.12		




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May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Florida Department of Transportation - Completing Florida's Streets Brochure

STAFF RECOMMENDATION

For information only.

BACKGROUND

The Florida Department of Transportation has provided a copy of a brochure regarding its Complete Streets Program.

Attachment

t:\scott\sk17\mtpo\memo\fdot_complete_streets_brochure.docx

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments. -109-

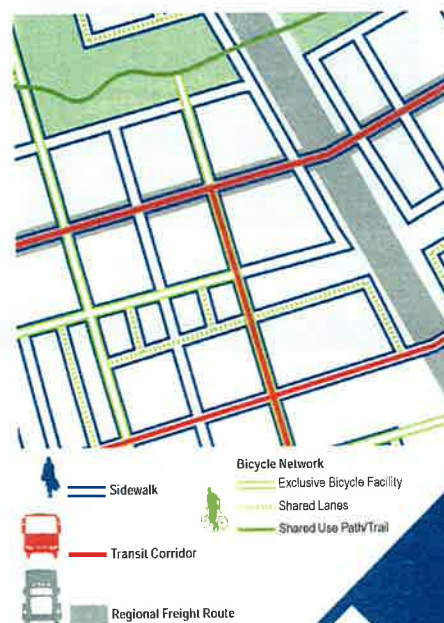
WHAT IS THE ROLE OF LOCAL PARTNERS?

A network of Complete Streets cannot be built entirely within the state roadway system and solely within FDOT's right of way. Transportation system and development pattern (such as land use, development density and intensity, building design, and site layout) are inextricably linked, and both have an effect on travel choices and mobility. A robust, connected roadway network provides options for the movement of people and goods and is the foundation for safe and comfortable travel for pedestrians, bicyclists, and transit riders.

Local governments and metropolitan planning organizations (MPOs) are responsible for land use and transportation planning to create supportive infrastructure and development patterns that match community goals and visions. Comprehensive plans, subarea plans, and land development regulations are some of the documents that will be reviewed to determine future visions and other land use-related items in evaluating context classification.

FDOT will apply criteria and standards based on the context classification. There is no separate FDOT funding category or FDOT funding source specifically for Complete Streets. Projects that require modifications to comply with criteria associated with the context classification will be funded through the funding programs currently available to Federal, State, and local roadways, as appropriate. The existing MPO funding process will remain the same. If local governments or other partners would like to include features that go beyond what is required by FDOT design criteria, such as decorative lighting or landscaping, patterned pavements, or street furniture and wayfinding, local communities must coordinate with FDOT to align local resources and projects with the FDOT project.

EXAMPLE OF A CONTEXT-SENSITIVE SYSTEM OF COMPLETE STREETS



WHEN WILL COMPLETE STREETS BE IMPLEMENTED?

The determination of a roadway's context classification is required in order to utilize the criteria in the FDM. The context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018, and may be applied to active design projects at the discretion of the district. For PD&E projects, implementation of context classification and the FDM is required for projects that have the Public Hearing scheduled in April 2018 or later. The 2017 Plans Preparation Manual (PPM) will apply through the completion of the PD&E studies for projects that have the Public Hearing scheduled prior to April 2018. Criteria contained in the FDM may also be applied earlier at the discretion of the district.

WHERE CAN I FIND MORE RESOURCES?

WWW.FLCOMPLETESTREETS.COM

DeWayne Carver, AICP
State Complete Streets Program Manager
(850) 414 4322
dewayne.carver@dot.state.fl.us



WHAT IS FDOT'S APPROACH TO COMPLETE STREETS?

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). The policy captures three core concepts in its approach to Complete Streets:

- Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers.
- Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns.
- A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

The right street in the right place.

WHAT IS IN THE COMPLETE STREETS HANDBOOK?

The Complete Streets Handbook describes how FDOT will apply context-based planning and design to non-limited access state roadway projects. It introduces the FDOT context classification system used in the FDOT Design Manual (FDM) to support the safety, comfort, and mobility of all users.



EXECUTIVE SUMMARY

Provides an overview of FDOT's Complete Streets approach and principles



CHAPTER 1

Describes the roles of FDOT and local and regional partners in implementing Complete Streets



CHAPTER 2

Defines context classifications that will inform planning and design decisions for Complete Streets



CHAPTER 3

Describes how context classifications will be determined for different types of FDOT projects



CHAPTER 4

Outlines roadway design considerations to support Complete Streets

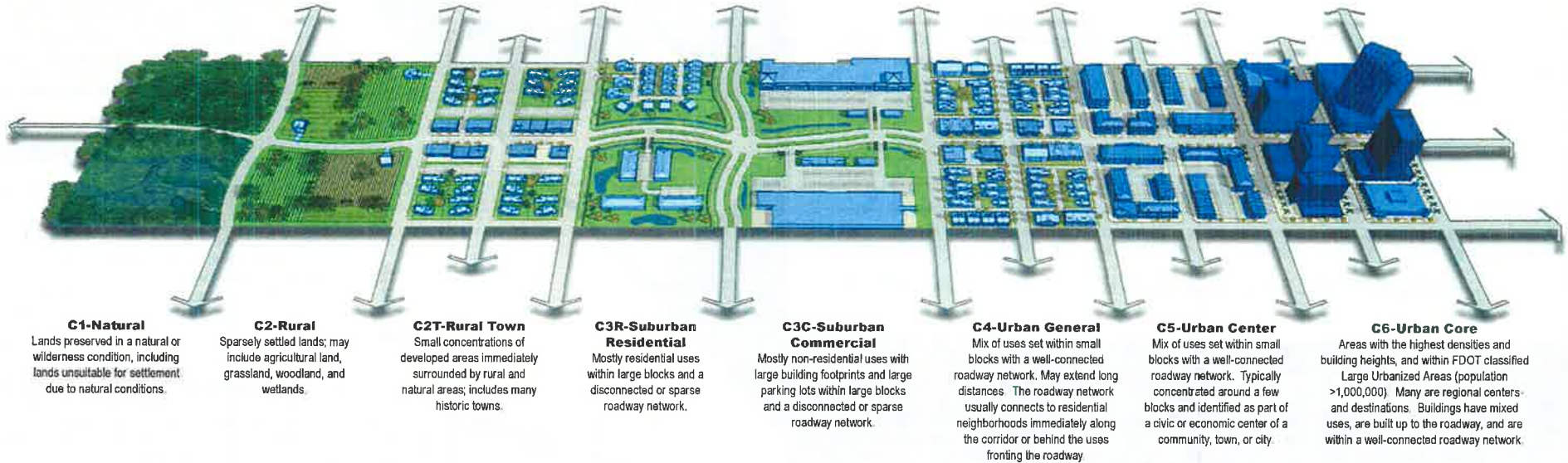
The FDOT Complete Streets approach is based on the following principles:

- Safety First
- Invest in Existing and Emerging Communities
- Enhance System Performance
- Enhance All Modes
- Connect Community Centers
- Create Quality Places
- Support the Context

WHAT IS FDOT CONTEXT CLASSIFICATION?

The FDOT context classification system broadly identifies the various built environments existing in Florida. The context classification of a roadway will inform FDOT's planning, Project Development and Environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria.

FDOT CONTEXT CLASSIFICATIONS



CONTEXT CLASSIFICATION AND TRANSPORTATION CHARACTERISTICS



The context classification of a roadway, together with its transportation characteristics, will provide information about who the users are along the roadway, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user.

WHAT IS THE FDOT PROCESS FOR IMPLEMENTING CONTEXT CLASSIFICATION?

Complete Streets are not a specific type of project, but rather are an approach to ensure projects are pursued based on their contexts. This means that a Complete Streets approach will be implemented consistently for all non-limited access projects — from capital projects qualifying for Efficient Transportation Decision Making process (ETDM) screening to Resurfacing, Restoration and Rehabilitation (RRR), traffic operations, and safety projects.

All FDOT projects on non-limited-access roadways require the evaluation and documentation of context classification early in the life of a project, as follows:

For Non-Qualifying Projects

(projects that do not go through ETDM screening): The context classification will be determined during the work program development cycle and prior to the development of the design scope of work.

For Qualifying Projects

(projects that go through ETDM screening): The context classification will be provided in the Preliminary Environmental Determination (PED) in ETDM screening.

Meeting

Agenda

Enclosures



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May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment-
For Fiscal Years 2016-17 to 2020-21
Federal Transit Administration Section 5310 Capital Grant

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization amend the Transportation Improvement Program to add the Federal Transit Administration Section 5310 Capital Grant Project (4352108) to Fiscal Year 2016-17.

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add the Federal Transit Administration Section 5310 Capital Grant for the purchase of one vehicle and wheelchair tie-downs for existing vehicles to Fiscal Year 2016-17. This amendment is needed in order to receive these funds.

Exhibit 1 consists of the Transportation Improvement Program amendment materials provided by the Florida Department of Transportation.

Attachment

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EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

RACHEL D. CONE
INTERIM SECRETARY

TRANSMITTED ELECTRONICALLY – May 9, 2017

Mr. Scott Koons, AICP
Executive Director
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

**Re: FDOT Amendment request for the Gainesville MTPO
Transportation Improvement Program for FY 2016/17 – FY 2020/21**

Dear Mr. Koons,

The Florida Department of Transportation requests placement on the agendas of the May 17, 2017, meetings of the Technical Advisory Committee and the Citizens Advisory Committee and on the agenda of the June 5, 2017, meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) to consider the following amendment to the Transportation Improvement Program (TIP) for FY 2016/17 – FY 2020/21. The amounts listed below are the total project costs to be shown in the TIP amendment report.

FPID	435210-8	PROJECT ID	FTA 5310 Grant	WORK MIX	Capital Grant
FY 2017					
	Capital Grant		\$ 125,000	FTA	
			\$ 15,625	DPTO	
			\$ 15,625	LF	
	TOTAL ADDED		\$ 156,250		

This amendment adds a capital grant under the Federal Transit Administration 5310 program for the Gainesville Regional Transportation System (RTS), for the purchase of one (1) vehicle, and wheelchair tie-downs for existing vehicles.

If you have any questions about this project or this amendment request please call me at (904) 360.5684.

Sincerely,

James M. Green

James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Karin Charron, Becky Williams, Karen Taulbee, Janell Damato, Jesus Gomez



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May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program for Fiscal Years 2017-18 to 2021-22

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program as modified to incorporate review agency comments.

BACKGROUND

Attached please find a draft copy of the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville.

Exhibit 1 is a copy of the advertisement that appeared in The Gainesville Sun, Gainesville Guardian and in The Independent Florida Alligator on May 11, 2017. A full color copy of the draft Transportation Improvement Program may be viewed at the following website:

<http://ncfrpc.org/mtpo/publications/TIP/TIPDOC17dft.pdf>

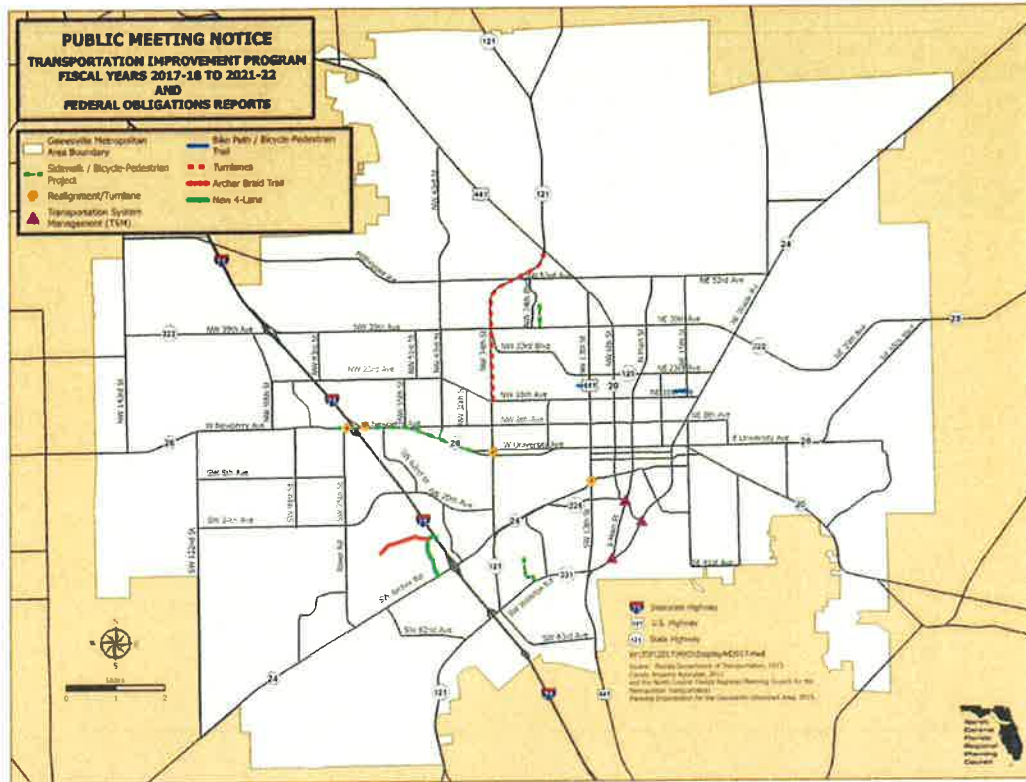
Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In order for federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and included in this document.

Attachments

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EXHIBIT 1



COMMUNITY TRANSPORTATION MEETING

June 5, 2017 at 5:00 p.m.

Jack Durrance Auditorium, County Administration Building,
12 SE 1ST STREET, GAINESVILLE, FLORIDA

PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2017-18 to 2021-22. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2040 Long-Range Transportation Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2040. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program will satisfy the Program of Projects.

The Federal Obligations Reports are included in Appendix B of the Transportation Improvement Program. These Reports show the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2015 through September 30, 2016.

This map only shows some of the transportation projects scheduled during the next five years. The proposed Transportation Improvement Program includes transportation projects such as: bicycle; pedestrian; project development and environmental studies; resurfacing/repaving; school safety concern; transportation alternatives; and transit projects, including transportation disadvantaged projects.

THE MEETING ROOM WILL BE OPEN AT 4:30 PM FOR THE PUBLIC TO REVIEW THE PROPOSED
TRANSPORTATION IMPROVEMENT PROGRAM
AND STAFF WILL BE PRESENT TO ANSWER QUESTIONS.

Copies of the meeting agenda and more detailed information concerning the Federal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, c/o North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida 32653, by appearing in person at the above address during business hours, at the www.ncfrpc.org/mtpo website, or by calling 352.955.2200. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Scott Koons at 352.955.2200, extension 101, at least seven (7) days before the public meeting.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area consists of the Gainesville City Commission, the Alachua County Commission and nonvoting advisors of the University of Florida, the Florida Department of Transportation and the Alachua County League of Cities. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.

**IV**

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May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: List of Priority Projects for Fiscal Years 2018-19 to 2022-23

JOINT RECOMMENDATION

The Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2018-19 to 2022-23 List of Priority Projects (Exhibit 1).

BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

The Bicycle/Pedestrian Advisory Board recommends that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2018-19 to 2022-23 List of Priority Projects as shown in Exhibit 1, but with rearranged priorities for the Shared-Use Network Trail funding as shown in Exhibit 2.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five Year Work Program. A full color copy of the draft *List of Priority Projects* can be viewed at the following website link:

<http://ncfrpc.org/mtpo/publications/LOPP/LOPP17dft.pdf>

Currently, the NW 6th Street Rail-Trail Extension Corridor is listed on the Shared-Use Network Trail Opportunity List. To be eligible for Shared-Use Network Trail funding, the NW 6th Street Rail-Trail Extension Corridor would need to be placed on the Shared-Use Network Trail Priority List maintained by the Office of Greenways and Trails.

Attachments

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EXHIBIT 2
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2018-19 to 2022-23

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2018-19 to 2022-23
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
SUNTrail Funds			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
2-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
3-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
4-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
Number	Project	Location	Description
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	SW 20th Avenue	FM: SW 43 Street TO: SW 34 Street [SR 121]	Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings
3-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming in the corridor. [22,500 AADT]
4-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

Bicycle/Pedestrian Advisory Board SUNTrail priorities are shown in red text.



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May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Public Involvement Plan Update

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve the revised Public Involvement Plan.

BACKGROUND

Each year, the Public Involvement Plan is reviewed, and revised if necessary, in order to ensure that the planning program provides for a proactive public involvement process. The draft Public Involvement Plan this year includes one substantive revision- the modification of the Chapter I Introduction B Purpose section (page 3) to address a request by the Regional Transit System to include a public involvement process reference in order to satisfy a Federal Transit Administration requirement.

Below is the link to the draft Public Involvement Plan.

<http://ncfrpc.org/mtpo/publications/PIP/PIPLAN17dft.pdf>


Attachment

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May 26, 2017

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: West Newberry Road (State Road 26) Bikelanes Update

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

At its August 1, 2016, October 3, 2016 and December 5, 2016 meetings, the Metropolitan Transportation Planning Organization considered several options for replacing onstreet parking on West Newberry Road (State Road 26) with onstreet bikelanes. At the conclusion of discussion at the December 5, 2016 meeting, the Metropolitan Transportation Planning Organization approved a motion to select Option 1 and:

"authorize the Chair to send a letter to request that the Florida Department of Transportation program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street without loss of the westbound right turnlane at NW 43rd Street and schedule a public meeting to remove the onstreet parking."

At its meeting on April 3, 2017, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed bikelanes along State Road 26 (West Newberry Road) between NW 52nd Terrace and NW 34th Street regarding consistency of bikelane facilities and speed zones. Following this discussion, the Metropolitan Transportation Planning Organization approved a motion to:

"request that the Florida Department of Transportation:

- 1. Program a project to restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes on West Newberry Road (State Road 26) between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street;*
- 2. Conduct a speed zone study between NW 59th Street and NW 40th Drive;*
- 3. Prioritize this project for State Highway System funding; and*
- 4. Provide the Metropolitan Transportation Planning Organization information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project."*

The Metropolitan Transportation Planning Organization has received correspondence regarding this topic. Attached as Exhibit 1 is a copy of the letter from SIMED to the Florida Department of Transportation dated April 3, 2017. Attached as Exhibit 2 is a copy of the Florida Department of Transportation response letter to SIMED dated April 19, 2017.

Attachments

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April 3, 2017

Greg Evans
Florida Department of Transportation
District Two Secretary
1109 South Marion Avenue
Lake City, FL 32025-5874

RECEIVED

MAY 18 2017

**NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL**

RE: State Road 26 On-Street Parking

Dear Secretary Evens:

It has come to my attention the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has approved a recommendation to remove the on-street parking and replace with bicycle lanes on State Road 26 in Gainesville between NW 38th Street to NW 43rd Street.

On behalf of the several hundred SIMED patients who visit us on a daily basis I encourage you to reject the MTPO recommendation. SIMED is an independent, multi-specialty health care system. Unlike other health systems in our region we are not tax exempt, and do not utilize revenues for the benefit of out-of-state corporate officers and shareholders. Our physician ownership, our employees, and our contributions to the communities we serve are one-hundred percent contained within the North Central Florida region. Our facility at 4343 W. Newberry Road (SR 26) in Gainesville provides clinical space for nearly fifty physicians and advanced care practitioners, as well as several ancillary services. The convenience of "one stop-shopping" for health care services with close proximity parking is one of the reasons for our success. Our mission is to provide a satisfying health care experience to the patients, families and communities we serve. Adequate parking is a part of the positive experience.

The building and property SIMED practices from was developed in 2004 with our parking area and number of spaces conforming to the codes. Our developer, Great Oak Properties of North Florida, LLC donated a portion of our parcel to the City of Gainesville which the city used to create the ten acre John Mahon Nature Park. Although SIMED has never encouraged or advised our employees or patients to park on SR 26 the road parking space is utilized by 50-70 vehicles at any time throughout each clinic day. If the on street parking is removed, these displaced vehicles would add to our congested parking issue, negatively affecting the healthcare experience of a few hundred patients each day (estimating each on-site SIMED parking space is utilized 4-6 times by patients throughout the day). Many of our patients come from communities and counties outside of Gainesville and Alachua County. The distances traveled are too great for them to consider biking to SIMED. Their visit to the physician is commonly a "destination visit" coupled with shopping, dining and other activities that financially benefit the local businesses and community.

At SIMED's sole expense we expanded our parking lot, and created off-site parking for a portion of our staff, and all of our management team. Prior to these moves inadequate parking was the number one complaint we received from our patients. By removing the on-street parking the DOT and the City of Gainesville will be satisfying a small handful of high performance bicyclists while sacrificing the health care experience of many thousands of people each year. These dissatisfied individuals and families will be less likely to return to SIMED, resulting in damage to one of the region's largest employers, and many smaller business that benefit from our patient's travels to Gainesville.

I would be pleased to discuss this important issue further with you or anyone on your staff you believe appropriate. You can reach me directly at 352-224-2302. Thank you for your considerations.

Wishing you the best of health,



Daniel M. Duncanson, M.D., C.P.E.

EXHIBIT 2



SK
ME

Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

RACHEL D. CONE
INTERIM SECRETARY

April 19, 2017

Daniel N. Duncanson, M.D., C.P.E.
SIMED
4343 Newberry Road, Suite 18
Gainesville, FL 32607

RE: State Road 26 (Newberry Road) On-Street Parking

Dear Dr. Duncanson:

Thank you for your letter regarding parking along State Road 26 (Newberry Road). The Florida Department of Transportation (FDOT) recently completed a resurfacing project that left the parking as-is; however, the Metropolitan Transportation Planning Organization (MTPO) has since requested that the parking be removed to install bike lanes (the MTPO is a joint Alachua County/City of Gainesville board tasked with setting transportation priorities on non-interstate roads in the area).

Based on the request and prioritization of the MTPO, FDOT has created a candidate project that is likely to be funded in the near future. If/when the project is funded, FDOT will identify the construction costs and number of parking spaces to be removed by location and present the findings at a public meeting prior to any final decision; however, if the community desires to have the parking remain, the best course of action is to ask the MTPO to reconsider their request prior to funding being placed on the project. The contact for the MTPO is: Mr. Scott Koons, who can be reached at (352) 955-2200 EXT 101 or koons@ncfrpc.org.

Thank you for your interest in the corridor. If you have further questions for FDOT please contact Jim Green at (904) 360-5684 or james.green@dot.state.fl.us.

Sincerely,

Greg Evans
District Two Secretary

Cc: Jim Knight, P.E. – Intermodal Systems Development Manager
Karen Taulbee, AICP – Urban Planning Manager
James Green – Liaison to Gainesville MTPO
✓ Scott Koons, AICP – Executive Director, Gainesville MTPO

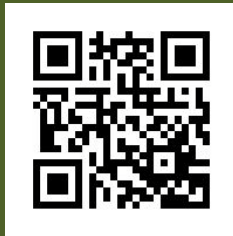
RECEIVED

APR 24 2017

SCHEDULED 2017 MTPO AND COMMITTEE MEETING DATES AND TIMES			
PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.			
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	<i>Cancelled</i>	<i>Cancelled</i>	<i>Cancelled</i>
MAY	March 15	March 16	April 3 at 3:00 p.m.
JUNE	May 17	May 18	June 5 at 5:00 p.m.
AUGUST	July 19	July 20	August 7 at 3:00 p.m.
OCTOBER	September 13	September 14	October 2 at 3:00 p.m.
DECEMBER	November 15	November 16	December 4 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. TAC meetings are conducted at the Gainesville Regional Utilities (GRU) Administration general purpose meeting room;
3. CAC meetings are conducted in the Grace Knight conference room of the County Administration Building; and
4. MTPO meetings are conducted at the Jack Durrance Auditorium of the County Administration Building unless noted.



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

www.ncfrpc.org/mtpo