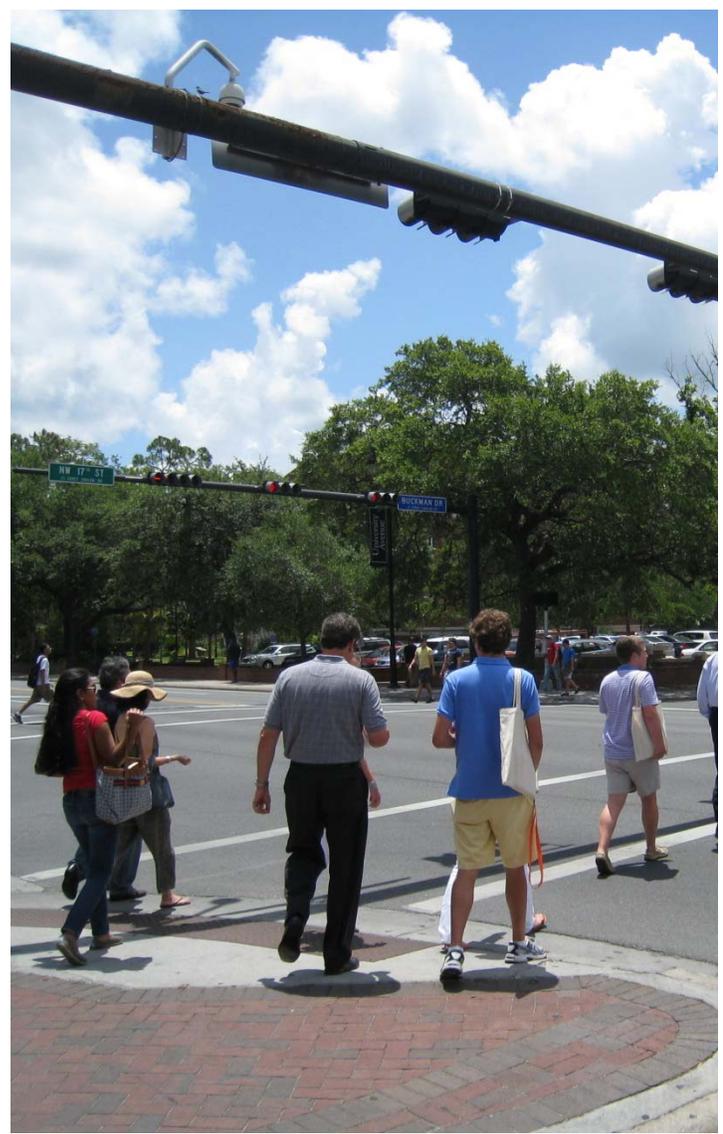


Meeting Packet June 21, 2021 5:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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

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

June 14, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Charles S. Chestnut IV, Chair

SUBJECT: Meeting Announcement

Due to the COVID-19 public health emergency, on **June 21, 2021 at 5:00 p.m.**, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will conduct a hybrid public meeting. The meeting will be conducted via communications media technology and in the **John R. "Jack" Durrance Auditorium, Alachua County Administration Building**, Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

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

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

**5:00 p.m.
June 21, 2021**

STAFF RECOMMENDATION

- | | | |
|-----------------------|--|--|
| Page #3 | I. Approval of Meeting Agenda
and Consent Agenda Items <p><u>The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.</u></p> | APPROVE BOTH AGENDAS |
| Page #173 | II. Transportation Improvement Program for
Fiscal Years 2021-22 to 2025-26 <p><u>The Metropolitan Transportation Planning Organization needs to approve its Transportation Improvement Program in order to receive federal and state funds.</u></p> | APPROVE JOINT
RECOMMENDATION |
| Page #183 | III. List of Priority Projects for
Fiscal Years 2022-23 to 2026-27 <p><u>The Metropolitan Transportation Planning Organization needs to provide its List of Priority Projects to the Florida Department of Transportation.</u></p> | APPROVE JOINT
RECOMMENDATION |
| Page #185 | IV. Citizens Advisory Committee Role to Alachua County
and the City of Gainesville <p><u>At its June 2, 2021 meeting, the Citizens Advisory Committee discussed its advisory role to Alachua County and the City of Gainesville on transportation-related issues.</u></p> | CONSIDER COMMITTEE
RECOMMENDATION |
| Back
Cover | V. Next Meeting <p><u>The next Metropolitan Transportation Planning Organization meeting is scheduled for August 30, 2021 at 3:00 p.m.</u></p> | FOR INFORMATION ONLY |

VI. Comments

- A. Florida Department of Transportation Report*
- B. Metropolitan Transportation Planning Organization Members*
- C. Citizens Comments*

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

- D. Chair's Report*

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

*No backup material included with the attached agenda material.



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

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

**5:00 p.m.
June 21, 2021**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - April 26, 2021 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #19 CA. 2 Fiscal Year 2019-20 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 #47 CA. 3 Fiscal Year 2021-22 Budget APPROVE STAFF
RECOMMENDATION**
This budget establishes revenue and expenditure levels for the fiscal year.
- Page #51 CA. 4 Unified Planning Work Program APPROVE JOINT
Administrative Modification RECOMMENDATION
Fiscal Year 2020-21 and Fiscal Year 2021-22**
The Florida Department of Transportation requested a modification to the Unified Planning Work Program for the updating of the Metropolitan Transportation Planning Organization website.
- Page #55 CA. 5 Public Involvement Plan Update APPROVE JOINT
RECOMMENDATION**
Each year, the Metropolitan Transportation Planning Organization reviews its public involvement plan to ensure that its processes provide full and open access to all citizens. Disruption of normal public involvement activities by impacts of the COVID-19 Public Health Emergency has necessitated revisions to the plan.

Page #69 CA. 6 Downtown Connector Rail/Trail Crossing at State Road 331 (Williston Road) - Status Report FOR INFORMATION ONLY

The Florida Department of Transportation has provided a response to the request by the Metropolitan Transportation Planning Organization concerning evaluations and modifications of the rail trail crossing on State Road 331 (Williston Road) in conjunction with the scheduled resurfacing project.

Page #73 CA. 7 Annual Transit Ridership Monitoring Report APPROVE STAFF RECOMMENDATION

This report is updated each year.

Page #81 CA. 8 Completion of the Metropolitan Transportation Planning Certification Process FOR INFORMATION ONLY

The Florida Department of Transportation has recertified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area metropolitan transportation planning process.

Page #129 CA. 9 Letter of Endorsement for American Planning Association Florida Chapter Award - Outstanding Public Interest Group of the Year APPROVE STAFF RECOMMENDATION

Gainesville Citizens for Active Transportation and Gators Against Student Pedestrian Deaths are being nominated as the recipient of the American Planning Association Florida Chapter Award for Outstanding Public Interest Group of the Year.

Page #161 CA. 10 Transportation Disadvantaged Program - Alachua County Transportation Disadvantaged Board Reappointment REAPPOINT MR. EAST

James East has reapplied for appointment as the voting Citizen Advocate Representative.

Page #163 CA. 11 Transportation Disadvantaged Program - Alachua County Transportation Disadvantaged Board Appointment APPOINT MS. BARNARD

Erica Barnard had applied for appointment as the voting Local Medical Community Representative.

Page #165 CA. 12 Transportation Disadvantaged Program - Status Report FOR INFORMATION ONLY

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

Consent

Agenda

Enclosures

MINUTES
 METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
 FOR THE GAINESVILLE URBANIZED AREA

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

April 26, 2021
 3:00 p.m.

MEMBERS PRESENT

IN PERSON

Charles Chestnut IV, Chair
 David Arreola
 Ken Cornell
 Lauren Poe
 Anna Prizzia
 Reina Saco
 Harvey Ward

MEMBERS ABSENT

Mary Alford
 Gloria James
 Gigi Simmons
 Marihelen Wheeler

OTHERS PRESENT

VIA COMMUNICATIONS
MEDIA TECHNOLOGY

See Exhibit A

STAFF PRESENT

VIA COMMUNICATIONS
MEDIA TECHNOLOGY

Michael Escalante
 Scott Koons

MEMBERS PRESENT

VIA COMMUNICATIONS
MEDIA TECHNOLOGY

Linda Dixon/Curtis Reynolds
 Adrian Hayes-Santos
 Gail Johnson
 Karen Taulbee/Greg Evans

CALL TO ORDER

After recognizing a quorum was present in the John R. “Jack” Durrance Auditorium, Chair Charles Chestnut IV called the meeting to order at 3:00 p.m.

Scott Koons, Executive Director, asked for a declaration of extraordinary circumstance in order to conduct the meeting as a hybrid meeting enabling members that are not present in-person to participate in the meeting via communications media technology.

MOTION: Commissioner Ward moved to declare an extraordinary circumstance due to the COVID-19 pandemic and to conduct the meeting as a hybrid meeting enabling members that are not present in-person to participate in the meeting via communications media technology. Commissioner Prizzia seconded the motion. Mr. Koons conducted a roll call vote of the seven members present in the John R. “Jack” Durrance Auditorium.

City Member	Yes	No	County Member	Yes	No
David ARREOLA	X				
			Ken CORNELL	X	
Lauren POE	X				
Reina SACO	X				
			Anna PRIZZIA	X	
Harvey WARD	X				
			Charles CHESTNUT IV	X	
Totals	4	0		3	0

Motion passed unanimously.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

Mr. Koons recommended an additional item for the agenda, V.B. Regional Transit System Special Populations Fare-Free Pilot Study - Status Report.

MOTION: Mayor Poe moved to approve the Consent Agenda and Meeting Agenda amended to add item V.B. Regional Transit System Special Populations Fare-Free Pilot Study - Status Report. Commissioner Prizzia seconded the motion; motion passed unanimously.

II. BICYCLE/PEDESTRIAN ADVISORY BOARD - VACANT POSITIONS

Mr. Koons stated that the Metropolitan Transportation Planning Organization needs to fill two vacant positions on the Bicycle/Pedestrian Advisory Board. He noted that the two positions have a term ending December 31, 2023. He reported that there were two applicants at this time.

MOTION: Commissioner Cornell moved to appoint Thomas Knapp and Gina van Blokland to the Bicycle/Pedestrian Advisory Board for terms ending December 31, 2023. Commissioner Ward seconded the motion; motion passed unanimously.

III. CITIZENS ADVISORY COMMITTEE- VACANT POSITIONS

Mr. Koons stated that the Metropolitan Transportation Planning Organization needs to fill four vacant positions on its Citizens Advisory Committee. He reported that one position has a term ending December 31, 2021; two positions have a term ending December 31, 2022; and one position has a term ending December 31, 2023. He noted that there is only one applicant at this time.

MOTION: Mayor Poe moved to appoint Charles Covey to the Citizens Advisory Committee for a term ending December 31, 2023. Commissioner Cornell seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM EMERGENCY AMENDMENTS - VARIOUS PROJECTS

Mr. Koons stated that, per authority of Resolution No. 2020-02, the Chair and Executive Director approved the two following Florida Department of Transportation-requested emergency Fiscal Year 2020-21 to Fiscal Year 2024-25 Transportation Improvement Program amendments:

- Federal Transit Administration Section 5339 Operating Grant award [4425771] in Fiscal Year 2020-21; and
- Interstate 75 (State Road 93) right-of-way acquisition [4230713] in Fiscal Years 2020-21 and 2021-22.

He asked the Metropolitan Transportation Planning Organization to ratify these amendments

MOTION: Commissioner Cornell moved to ratify the Fiscal Year 2020-21 to Fiscal Year 2024-25 Transportation Improvement Program Emergency Amendments for:

- Federal Transit Administration Section 5339 Operating Grant award [4425771] in Fiscal Year 2020-21; and
- Interstate 75 (State Road 93) right-of-way acquisition [4230713] in Fiscal Years 2020-21 and 2021-22.

Mayor Poe seconded; Chair Chestnut asked for and received no public comment. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
David ARREOLA	X				
			Ken CORNELL	X	
Adrian HAYES-SANTOS	X				
Gail JOHNSON	X				
Lauren POE	X				
Reina SACO	X				
			Anna PRIZZIA	X	
Harvey WARD	X				
			Charles CHESTNUT IV R	X	
Totals	6	0		3	0

Motion passed unanimously.

V. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS - VARIOUS PROJECTS

Mr. Koons stated that the Florida Department of Transportation has requested four Fiscal Year 2020-21 to 2024-25 Transportation Improvement Program amendments to be added in Fiscal Year 2021-22:

- State Road 222 (NW 39th Avenue) at NW 97th Boulevard Intersection Modification Project [4474751];
- State Road 222 (NW 39th Avenue) Resurfacing Project [4470321] from NW 92nd Court to NW 95th Boulevard;
- State Road 331 (Williston Road) Resurfacing Project [4479621] from U.S. Highway 441 (State Road 25/SW 13th Street) to State Road 26 (University Avenue); and
- City of Gainesville Multiple Locations Americans with Disabilities Act Sidewalk Modifications Project [4472331].

MOTION: Commissioner Cornell moved to amend the Fiscal Years 2020-21 to 2024-25 Transportation Improvement Program to add the following projects in Fiscal Year 2021-22:

- **State Road 222 (NW 39th Avenue) at NW 97th Boulevard Intersection Modification Project [4474751];**
- **State Road 222 (NW 39th Avenue) Resurfacing Project [4470321] from NW 92nd Court to NW 95th Boulevard;**
- **State Road 331 (Williston Road) Resurfacing Project [4479621] from U.S. Highway 441 (State Road 25/SW 13th Street) to State Road 26 (University Avenue); and**
- **City of Gainesville Multiple Locations Americans with Disabilities Act Sidewalk Modifications Project [4472331].**

Mayor Poe seconded;

A member asked about the status of the Downtown Connector Rail/Trail Crossing at State Road 331 (Williston Road).

Lee Feldman, City Manager, City of Gainesville, discussed the status of the Downtown Connector Rail/Trail Crossing modifications at State Road 331 (Williston Road).

FRIENDLY AMENDMENT:

Mayor Poe requested that the motion include a request of the Florida Department of Transportation that the State Road 331 (Williston Road) Resurfacing Project [4479621] from U.S. Highway 441 (State Road 25/SW 13th Street) to State Road 26 (University Avenue) include:

- Evaluation of the Downtown Connector Rail/Trail Crossing modifications; and
- Any additional safety modifications as determined by the evaluation.

MOTION AS AMENDED:

Commissioner Cornell moved to:

1. Amend the Fiscal Years 2020-21 to 2024-25 Transportation Improvement Program to add the following projects in Fiscal Year 2021-22:
 - State Road 222 (NW 39th Avenue) at NW 97th Boulevard Intersection Modification Project [4474751];
 - State Road 222 (NW 39th Avenue) Resurfacing Project [4470321] from NW 92nd Court to NW 95th Boulevard;
 - State Road 331 (Williston Road) Resurfacing Project [4479621] from U.S. Highway 441 (State Road 25/SW 13th Street) to State Road 26 (University Avenue); and
 - City of Gainesville Multiple Locations Americans with Disabilities Act Sidewalk Modifications Project [4472331].

2. Request of the Florida Department of Transportation that the State Road 331 (Williston Road) Resurfacing Project [4479621] from U.S. Highway 441 (State Road 25/SW 13th Street) to State Road 26 (University Avenue) include:
 - Evaluation of the Downtown Connector Rail/Trail Crossing modifications; and
 - Any additional safety modifications as determined by the evaluation.

Mayor Poe seconded; Chair Chestnut asked for and received no public comment. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
David ARREOLA	X				
			Ken CORNELL	X	
Adrian HAYES-SANTOS	X				
Gail JOHNSON	X				
Lauren POE	X				
Reina SACO	X				
			Anna PRIZZIA	X	
Harvey WARD	X				
			Charles CHESTNUT IV R	X	
Totals	6	0		3	0

Motion passed unanimously.

V.B. REGIONAL TRANSIT SYSTEM SPECIAL POPULATIONS FARE-FREE PILOT STUDY - STATUS REPORT

Mr. Koons stated that the Metropolitan Transportation Planning Organization, at its February 22, 2021 meeting, discussed the Regional Transit System fare-free structure for three special populations and the possibility of a joint Alachua County-City of Gainesville financial participation for a special population fare-free pilot project and approved a motion:

“To have a joint Alachua County-City of Gainesville-funded pilot project undertaken for a fare-free transit structure for persons under 18-years old, persons 65-years old and older, and disabled persons for the City of Gainesville Regional Transit System.”

He added that the Regional Transit System staff has provided information indicating that this special population fare-box revenue to be covered by additional local resources is approximately \$230,000 per year.

Jesus Gomez, Regional Transit System Director, discussed fare box revenue and answered questions.

A member discussed ridership data concerns.

A member suggested outreach to the Children’s Trust and ElderCare.

Kristen Young, Gainesville Citizens for Active Transportation Vice-President, spoke in support of the special population fare-free proposal.

MOTION: Commissioner Arreola moved to:

- **Conduct a Special Population Fare-Free Pilot Study for a one-year beginning October 1, 2021;**
- **Provide fare-free main bus transit service for the special populations consisting of persons under 18 years-old, persons 65 years-old and older, and disabled persons for a one year pilot study;**
- **Request Alachua County and City of Gainesville to each fund \$115,000 as 50 percent participation to offset the \$230,000 estimated fare box reduced revenue impact; and**
- **Establish a system to track special population ridership data.**

VI. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Mr. Koons stated that the Florida Department of Transportation District 2 staff requested an opportunity to provide a report.

Mari Schwabacher, Florida Department of Transportation District 2 Liaison, discussed the status of State Road 26 (University Avenue) safety modifications and Transportation Improvement Program deadlines and answered questions.

VII. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Chestnut announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for June 21, 2021 at 5:00 p.m.

VIII. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member discussed expansion of subsidized-fare transit service.

A member discussed safety concerns for the SW 20th Avenue corridor.

A member requested a Regional Transit System presentation for the Alachua County Board of County Commissioners.

B. CITIZENS

Amy Grassgillmore discussed the State Road 26 (University Avenue) safety modifications and possible jurisdictional transfer.

Mr. Feldman stated that the City of Gainesville has contracted with HDR Engineering to conduct a five-month concept study for State Road 26 (University Avenue) from NW 22nd Street to U.S. Highway 441 (State Road 25/West 13th Street).

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT - The meeting was adjourned at 3:58 p.m.

Date

Mary Alford, Secretary/Treasurer

EXHIBIT A

Interested Citizens

Amy Grasmilmore
Kristen Young

Alachua County

Chris Dawson
Corbin Hanson
Joshua Massre
Takumi Sullivan
Sylvia Torres

City of Gainesville

Lee Feldman
Jesus Gomez
Deborah Leistner
Phil Mann
Malisa McCreedy

**Florida Department
of Transportation**

Mari Schwabacher

* Via telephone

Provided written comments

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

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

3:00 p.m.
April 26, 2021

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - February 22, 2021 APPROVE MINUTES
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #23 CA. 2 Transit Safety Performance Measures and Targets - 2021 APPROVE JOINT RECOMMENDATION
The Metropolitan Transportation Planning Organization needs to set transit safety performance measures and targets consistent with those set by the Regional Transit System (see Exhibit 1).
- Page #29 CA. 3 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 #33 CA. 4 Federal Transit Administration Section 5305(d) Grant Application APPROVE JOINT RECOMMENDATION
The Metropolitan Transportation Planning Organization needs to approve a Section 5305(d) Grant Application and Standard Assurances and Certifications in order to receive Federal Transit Administration planning funds for Fiscal Year 2021-22.
- Page #45 CA. 5 Unified Planning Work Program Amendment Fiscal Year 2020-21 and Fiscal Year 2021-22 APPROVE JOINT RECOMMENDATION
The Metropolitan Transportation Planning Organization needs to amend its Unified Planning Work Program to include an application for Fiscal Year 2021-22 Federal Transportation Administration planning funds.

Page #53 CA. 6 Emergency Approval Authority for Transportation Improvement Program Amendments APPROVE STAFF RECOMMENDATION

The Florida Department of Transportation makes requests for emergency Transportation Improvement Program amendments that due to its Work Program schedule need to be approved prior to a regularly scheduled Metropolitan Transportation Planning Organization meeting.

Page #59 CA. 7 Title VI/Nondiscrimination Policy Statement FOR INFORMATION ONLY

On April 2, 2012, the Metropolitan Transportation Planning Organization authorized the Chief Staff Official to sign this policy statement each year.

Page #63 CA. 8 Florida Department of Transportation Performance Management Fact Sheets FOR INFORMATION ONLY

The Florida Department of Transportation has provided updated Performance Management Fact Sheets.

Page #77 CA. 9 Transportation Disadvantaged Program - Alachua County Transportation Disadvantaged Board 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 #81 CA. 10 Transportation Disadvantaged Program - Status Report NO ACTION REQUIRED

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

EXHIBIT 1

**Metropolitan transportation Planning Organization
 for the Gainesville Urbanized Area
 Transit Safety Targets
 April 26, 2021**

Performance Measure	Performance Measurement		Target	
	Total	Rate [Vehicle Revenue Miles]	Nominal	Rate
Injuries	Zero	100,000	Zero	0.1
Fatalities	Zero	100,000	Zero	Zero
Safety Events	Zero	100,000	Zero	1.5
System Reliability	-	100,000	-	7



June 14, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Fiscal Year 2019-20 Audit

RECOMMENDATION

Accept the audit report for Fiscal Year 2019-20 and approve the invoice for payment to the auditor as recommended by the Audit Review Committee.

BACKGROUND

Attached please find a copy of the auditor's report for the fiscal year ended September 30, 2020. In February 2021, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appointed Commissioner Alford and Commissioner Saco to an Audit Review Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also decided to have Commissioner Alford serve as Committee Chair.

First, it should be noted that the audit conforms to both federal regulations and the rules of the Auditor General of the State of Florida. Therefore, the auditor is required to take into account not only internal accounting controls, but administrative controls as well. In addition, the audit has been completed in compliance with Governmental Accounting Standards Board Statement 34 and 54 requirements.

More specific comments relating to the report are given in sequence as they appear in the document. On Page 5, you can see that the auditor's report indicates that the records audited "...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, 2020, 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."

Pages 7 through 11 contain the "Management's Discussion and Analysis" that is intended to present easily understood analyses of the Metropolitan Transportation Planning Organization's financial activities, but technically is not a part of the audit. This expanded information gives a more detailed look at the financial position of the Metropolitan Transportation Planning Organization from a business perspective.

Pages 12 through 13 present the statements that were audited. In general, you will find that the information in each of these statements are fairly routine and report no unusual circumstances. In particular, page 12 presents the "Governmental Funds Balance Sheet."

Page 2
Metropolitan Transportation Planning Organization
June 14, 2021

Page 13 is a "Statement of Revenues, Expenditures and Changes in General Fund Balance." Please note that with respect to revenues collected versus those budgeted, revenues received were 0.02 percent more than budgeted amounts. With respect to expenditures, funds expended were (0.2) percent less than budgeted amounts. The difference in the revenues received and the expenditures made are reflected in the increase in the Metropolitan Transportation Planning Organization's "General Fund Balance" of \$111.

The auditor's notes begin on page 14 and include Note 1, Summary of Significant Accounting Policies and Note 2, Budgetary Process, Note 3, Concentration of Risk and Note 4, Contingent Liabilities.

The audit also contains various reports on compliance, internal control and management on Pages 20 through 26. In these reports, no material weaknesses or problems were cited. Consequently, there were no findings of non-compliance or reportable conditions (see Page 22).

Overall, management and financial staff are pleased with the audit report. If you would like additional information concerning the audit before the meeting, please do not hesitate to contact me.

Audit Review Committee Meeting

The Audit Review Committee met with the Auditor to review the audit and recommends to the Metropolitan Transportation Planning Organization acceptance of the audit report for Fiscal Year 2019-20 and approval of the invoice for payment in the amount of \$7,171 to the auditor.

Attachment

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

ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2020

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

ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2020

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FINANCIAL SECTION



Powell & Jones
Certified Public Accountants

Richard C. Powell, Jr., CPA
Marian Jones Powell, CPA

1359 S.W. Main Blvd.
Lake City, Florida 32025
386 / 755-4200
Fax: 386 / 719-5504
admin@powellandjonescpa.com

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 and the major fund of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization), as of and for the year ended September 30, 2020, 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.

Florida Institute of Certified Public Accountants • American Institute of Certified Public Accountants

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 and the major fund of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of September 30, 2020, 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 June 2, 2021, 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.

A handwritten signature in black ink that reads "Powell & Jones". The signature is written in a cursive, flowing style.

POWELL & JONES
Certified Public Accountants
Lake City, Florida
June 2, 2021

**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, 2020 and 2019, follow:

	Governmental Activities	
	Total Government	
	September 30,	
	2020	2019
Assets:		
Cash	\$ 104,219	\$ 40,314
Receivables	203,700	222,726
Prepaid expenses	175	500
Total assets	308,094	263,540
Liabilities:		
Accounts payable	144,226	199,783
Contract advance	100,000	-
Total liabilities	244,226	199,783
Net Assets:		
Unrestricted	63,868	63,757
Total net assets	\$ 63,868	\$ 63,757

During the year ended September 30, 2020, there was an increase of \$111 in net position, due to normal operations during the year.

Condensed versions of the Statement of Activities for the years ended September 30, 2020 and 2019 follow:

	Governmental Activities	
	Total Government	
	Fiscal Year Ended September 30,	
	2020	2019
Revenues		
Program revenues		
Member dues	\$ 24,000	\$ 24,000
Operating grants	619,900	693,040
Contractual services	-	6,735
In-kind contributions	107,550	186,378
Total revenues	751,450	910,153
Expenses		
Transportation planning services	751,339	908,599
Total expenses	751,339	908,599
Change in net assets	111	1,554
Beginning net assets	63,757	62,203
Ending net assets	\$ 63,868	\$ 63,757

Governmental activities

Transportation planning program activities remained similar to the prior year except that total expenses decreased approximately 17.31% and grant revenues decreased approximately 10.55%.

Capital Assets and Debt Administration

Capital Assets

At September 30, 2020, 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, 2020, 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, 2020

	<u>Governmental Activities</u>
ASSETS	
Current assets	
Cash	\$ 104,219
Accounts receivable	203,700
Prepaid expenses	175
Total assets	<u>\$ 308,094</u>
LIABILITIES	
Current liabilities	
Accounts payable	\$ 144,226
Contract advance	100,000
Total liabilities	<u>244,226</u>
NET POSITION	
Unrestricted	<u>63,868</u>
Total net position	<u>63,868</u>
Total liabilities and net position	<u>\$ 308,094</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, 2020

	<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	\$ 751,339	\$ 727,450	\$ (23,889)
Total governmental activities	<u>\$ 751,339</u>	<u>\$ 727,450</u>	<u>(23,889)</u>
 General revenues:			
Member dues			<u>24,000</u>
			<u>24,000</u>
 Increase in net position			111
 Net position - October 1, 2019			<u>63,757</u>
 Net position - September 30, 2020			<u>\$ 63,868</u>

See notes to financial statements.

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

**BALANCE SHEET
GOVERNMENTAL FUND**

September 30, 2020

	<u>General Fund</u>
ASSETS	
Cash	\$ 104,219
Accounts receivable	203,700
Prepaid expenses	175
Total assets	\$ 308,094
 LIABILITIES	
Accounts payable	\$ 144,226
Contract advances	100,000
Total liabilities	244,226
 FUND BALANCE	
Nonspendable, prepaids	175
Unassigned	63,693
Total fund balance	63,868
 Total liabilities and fund balance	 \$ 308,094

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, 2020**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	Final Budget
	<u>Original</u>	<u>Final</u>		Positive (Negative)
REVENUES				
State of Florida, Department of Transportation grants and contracts	\$ 883,000	\$ 597,700	\$ 595,951	\$ (1,749)
State of Florida, Transportation Disadvantaged Commission	24,900	23,900	23,949	49
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)	157,600	107,500	107,550	50
Total revenues	<u>1,089,500</u>	<u>753,100</u>	<u>751,450</u>	<u>(1,650)</u>
EXPENDITURES				
Professional contractual services	919,900	619,600	619,490	110
Other	12,000	26,000	24,299	1,701
In-kind services (FDOT)	157,600	107,500	107,550	(50)
Total expenditures	<u>1,089,500</u>	<u>753,100</u>	<u>751,339</u>	<u>1,761</u>
 Net change in fund balance	 -	 -	 111	 111
 Fund balance, October 1, 2019	 <u>63,757</u>	 <u>63,757</u>	 <u>63,757</u>	 <u>-</u>
 Fund balance, September 30, 2020	 <u>\$ 63,757</u>	 <u>\$ 63,757</u>	 <u>\$ 63,868</u>	 <u>\$ 111</u>

See notes to financial statements.

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

NOTES TO FINANCIAL STATEMENTS

September 30, 2020

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 unearned 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, 2020, 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, 2020, fund balances are composed of the following:

Nonspendable, prepaids	\$ 175
Unassigned	63,693
Total fund balance	<u>\$ 63,868</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 June, 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, 2020, the carrying amount of the Organization's bank deposits was \$104,219. 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
For the Fiscal Year Ended September 30, 2020**

<u>Federal Grantor/Pass-Through Grantor/ State Grantor Program Title</u>	<u>CFDA/ CSFA Number</u>	<u>Grantor's Number</u>	<u>Program Award/Matching Amount</u>	<u>Received/ Reported Prior Year</u>	<u>Current Year Revenues</u>	<u>Current Year Expenditures</u>
FEDERAL AWARDS						
<i>Federal Highway Administration</i>						
Passed through the State of Florida						
Department of Transportation:						
Highway Planning and Construction						
2018-19/2019-20						
FAIN # 0241-056-M						
Grant award: FPID # 439318-2-14-01	20.205	G0U69	\$ 1,332,674	\$ 479,676	\$ 321,511	\$ 321,511
2020-21/2021-22						
FAIN # 0241-058-M						
Grant award: FPID # 439318-3-14-01	20.205	G1N92	967,686	-	68,614	68,614
State match: FPID # 439318-2-14-01			293,928	186,378	107,550	107,550
			<u>2,594,288</u>	<u>666,054</u>	<u>497,675</u>	<u>497,675</u>
<i>Federal Transit Administration</i>						
Passed through the State of Florida						
Department of Transportation:						
Metropolitan Planning Grants						
2018-19/2019-20						
FAIN # 1001-2018-16						
Grant award FPID # 411762-3-14-20	20.505	G1456	356,689	173,732	182,957	182,957
State match FPID # 411762-3-14-20			44,585	21,716	22,869	22,869
			<u>401,274</u>	<u>195,448</u>	<u>205,826</u>	<u>205,826</u>
Total Federal Awards			<u>2,657,049</u>	<u>653,408</u>	<u>573,082</u>	<u>573,082</u>
Total State Match			<u>338,513</u>	<u>208,094</u>	<u>130,419</u>	<u>130,419</u>
STATE FINANCIAL ASSISTANCE						
<i>State of Florida Department of Transportation</i>						
Commission for Transportation Disadvantaged						
FM/Job # 432029-1-14-01						
Grant award: 2019-20	55.002	G1815	24,946	6,735	18,211	18,211
Grant award: 2020-21	55.002	G1N03	24,946	-	5,738	5,738
Total State Financial Assistance			<u>49,892</u>	<u>6,735</u>	<u>23,949</u>	<u>23,949</u>
Total federal and state financial assistance			<u>\$ 3,045,454</u>	<u>\$ 868,237</u>	<u>\$ 727,450</u>	<u>\$ 727,450</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, 2020

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 and each major fund of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as of and for the year ended September 30, 2020, 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 June 2, 2021.

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.

A handwritten signature in black ink that reads "Powell & Jones". The signature is written in a cursive, flowing style.

POWELL & JONES
Certified Public Accountants
Lake City, Florida
June 2, 2021

**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, 2020, and have issued our report thereon dated June 2, 2021.

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 June 2, 2021. 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 10.5447(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.

A handwritten signature in black ink that reads "Powell & Jones". The signature is written in a cursive, flowing style.

POWELL & JONES
Certified Public Accountants
Lake City, Florida
June 2, 2021

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, 2020. 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, 2020.

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
Lake City, Florida
June 2, 2021

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, 2020. 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 2020. 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 June 2, 2021.

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
Lake City, Florida
June 2, 2021



June 14, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director *SRK*
SUBJECT: Proposed Budget for Fiscal Year 2021-22

RECOMMENDATION:

Adopt the budget for Fiscal Year 2021-22 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\sk21\mtpo\memo\budget_jun21_mtpo.docx

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
 FOR THE GAINESVILLE URBANIZED AREA
 BUDGET
 Fiscal Year October 1, 2021 to September 30, 2022
 Proposed June 21, 2021

REVENUE

Florida Department of Transportation	\$ 684,500
Florida Transportation Disadvantaged Commission	25,000
Alachua County - Local Contribution	9,600
Alachua County - Special Project Planning	40,000
City of Gainesville -Local Contribution	14,400
City of Gainesville -Special Project Planning	40,000
University of Florida - Special Project Planning	20,000
In-Kind Contributions (Florida Department of Transportation)	<u>156,900</u>
TOTAL REVENUE	\$ 990,400

EXPENSES

Contractual Services	\$ 816,500
Legal Advertisements	6,500
Audit	7,500
Travel	2,000
Memberships	500
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	<u>156,900</u>
TOTAL EXPENSES	\$ 990,400



June 14, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Unified Planning Work Program Administrative Modification

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend approval of the administrative modification to add a subtask to update the website to Task 1.0 of the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program (see Exhibit 1), with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff.

BACKGROUND

Subsequent to its 2021 Joint Certification meeting on March 24, 2021, the Florida Department of Transportation requested a revision to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program to include a website update.

The attached Exhibit 1 shows Task 1.0 Administration activities that have been revised to add a subtask to update the website by June 30, 2022.

The Unified Planning Work Program outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Urbanized Area.

Attachment

t:\scott\sk21\mntpo\memo\upwp_admin_mod_mtpo_jun21.docx

Unified Planning Work Program Fiscal Years 2020-21 and 2021-22

1.0 Administration

Task 1.0 Administration		
Purpose: To properly manage and carry out the continuous, cooperative and comprehensive metropolitan planning process for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.		
Previous Work Completed: Preparation and distribution of planning documents [Annual Audit Report- 2018 & 2019; Continuity of Operation Plan- 2018 & 2019. Technical assistance and preparation of documents for MTPO and its advisory committees meetings. Coordination with federal, state and local partners. Preparation of contracts and agreements. Preparation of progress reports and invoices. Preparation of Joint FDOT-MTPO Certification documents. Preparation and revisions of the Unified Planning Work Program. Attendance at workshops and training sessions. Incorporation of performance measures into planning process.		
Required Activities:		
<ul style="list-style-type: none"> Technical assistance and staff support to MTPO and its advisory committees. Preparation and distribution of MTPO materials (agenda packets, minutes, resolutions, plans, documents and visualization materials). Coordination with partner agencies, including FDOT, and provision of staff support for joint meetings. Preparation and participation in annual Joint FDOT-MTPO Certification. Preparation and submission of progress reports and invoices. Preparation of performance measure materials. 	<ul style="list-style-type: none"> Review and update of agreements and MTPO administrative documents. Maintenance of financial and administrative records and performance of an annual single audit. MTPO staff and member travel and participation at general trainings, conferences and meetings, including those of the MPOAC. Selection and management of consultant support. Purchase of supplies and advertisements. Preparation of Unified Planning Work Program. Revisions to Unified Planning Work Program. MTPO Website Update 	
End Products:	Completion Dates:	Responsible Agency:
MTPO and Advisory Committee Meetings	June 30, 2022	MTPO
Joint FDOT-MTPO Certification	June 30, 2021; June 30, 2022	
Continuity of Operations Plan	April 30, 2021; April 30, 2022	
MPOAC and general meetings, workshops, trainings	June 30, 2022	
Annual Audit Report	June 30, 2021; June 30, 2022	
Maintenance of Financial and Administrative Records	June 30, 2022	
Performance Measures	June 30, 2022	
Progress Reports and Invoices	June 30, 2022	
Unified Planning Work Program	June 30, 2022	
Unified Planning Work Program revisions	June 30, 2022	
Updated MTPO Website	June 30, 2022	

All required activities and end products, except the annual audit report, will be completed by MTPO staff. The annual audit report will be completed by independent certified public account.

FDOT- Florida Department of Transportation
 MTPO- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
 MPOAC- Metropolitan Planning Organization Advisory Council



June 14, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director *SRK*

SUBJECT: Public Involvement Plan Update

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve the revised Public Involvement Plan as modified to incorporate review agency comments.

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 an additional substantive revision related to conducting public meetings, public workshops and public hearings in the event of impacts on normal business operations, public meetings, public workshops and public hearings. This revision provides for conducting meetings in hybrid format, both on-site at an appropriately public noticed location and virtually via communications technology which is also appropriately public noticed.

Exhibit 1 is a copy of the advertisement that was published in The Gainesville Sun and Gainesville Guardian on May 6, 2021 and in The Independent Florida Alligator on May 10, 2021 (University of Florida Summer Session first publication date). These advertisements address federal public notice requirements for the Public Involvement Plan. Below is the link to the draft Public Involvement Plan (Exhibit 2).

<http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/PIPLAN21dft.pdf>

Per request of the Technical Advisory Committee, review agency comments are attached as follows:

- Exhibit 3 includes the Alachua County email comments and staff response;
- Exhibit 4 includes the City of Gainesville email comments and staff response; and
- Exhibit 5 includes the Florida Department of Transportation email and staff response.

Attachments

t:\scott\sk21\mtpo\memo\pip2021_mtpo_jun21.docx

EXHIBIT 1

**NOTICE
OF PROPOSED REVISIONS
TO THE
PUBLIC INVOLVEMENT PLAN
OF THE
METROPOLITAN
TRANSPORTATION PLANNING
ORGANIZATION FOR THE
GAINESVILLE URBANIZED
AREA**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will consider revisions to its Public Involvement Plan at its Monday, June 21, 2021 meeting at 5:00 p.m. in the Jack Durrance Auditorium, Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is inviting interested persons to review and comment on these proposed revisions at this meeting.

The Public Involvement Plan document may be viewed at the following website (www.ncfrpc.org/mtpo) and at the Alachua County Library District Branches within the Gainesville Metropolitan Area and at its staff office, 2009 NW 67th Place, Gainesville, Florida 32653 if they are open to the public. For further information, call 352.955.2200.

EXHIBIT 3

From: Mike Escalante
To: "Kathleen Pagan"
Cc: Chris Dawson; Scott Koons
Subject: RE: Draft Public Involvement Plan
Date: Wednesday, May 05, 2021 11:32:00 AM
Attachments: [image005.png](#)
[image006.png](#)
[image008.png](#)
[image010.png](#)
[image012.png](#)
[image014.png](#)
[image016.png](#)

Responses below:

Most importantly MTPO Plan should add these library locations: Cone Park Library; Library Partnership

Was there any consideration to include UF Library West?

Copies of the draft Public Involvement Plan are to be provided to the document section of the Headquarters (downtown), Millhopper and Tower Road branches. Distribution to other locations can be considered.

RE: Illustration 4—it seems like the SWAG area (SW urban cluster off Tower Road) would be shown for low-income/minority pop.?

Census info is dated.

RE: Illustration 5- Should ML King Center be noted?

ML King Jr. Center is identified on page 19.

On page 28, regarding the Chamber of Hispanic Affairs, there is statement referring to "this year" with the date 2012? Maybe the numbers were transposed, or is this old text?

Text is dated, however the Chamber of Hispanic Affairs is in the MTPO meeting contact list.

Is there still an RTS Advisory Board or advisory board for the Airport?

Per RTS staff request many, many years ago, we do not provide materials directly to the RTS Advisory Board. As a member of the Technical Advisory Committee, RTS selects what "MTPO-related" business it chooses to provide to its Advisory Board. RTS staff is in the MTPO meeting contact list.

Gainesville Regional Airport has an Airport Authority Board. Gainesville Regional Airport staff has membership in the Technical Advisory Committee and is in the MTPO meeting contact list.

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

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

From: Kathleen Pagan [mailto:kpagan@alachuacounty.us]
Sent: Wednesday, May 05, 2021 10:32 AM
To: Mike Escalante
Cc: Chris Dawson
Subject: RE: Draft Public Involvement Plan

Hello Mike,

Sending a few observations/suggestions following my initial read-thru:

Public Libraries are mentioned (first on P. 39) but not shown on the list of locations where public notices are posted.

Most importantly MTPO Plan should add these library locations: Cone Park Library; Library Partnership

Was there any consideration to include UF Library West?

RE: Illustration 4—it seems like the SWAG area (SW urban cluster off Tower Road) would be shown for low-income/minority pop.?

RE: Illustration 5- Should ML King Center be noted?

On page 28, regarding the Chamber of Hispanic Affairs, there is statement referring to “this year” with the date 2012? Maybe the numbers were transposed, or is this old text?

Is there still an RTS Advisory Board or advisory board for the Airport? I see aviation included in the glossary yet I didn't notice mention of airport in text. Just need to include as many groups as possible for input I think. Thanks, Kathleen



Kathleen Pagan, AICP

Senior Planner
Growth Management
10 SW 2nd Avenue • Gainesville • FL • 32601
352-374-5249 (office)



PLEASE NOTE: Florida has a very broad public records law (F.S.119).
All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.

From: Mike Escalante <escalante@ncfrpc.org>
Sent: Tuesday, May 4, 2021 6:15 PM
To: MTPO Members <escalante@ncfrpc.org>; Freight Shippers <escalante@ncfrpc.org>; Public Transportation Providers <escalante@ncfrpc.org>; B/PAB Members <escalante@ncfrpc.org>; CAC Members <escalante@ncfrpc.org>; TAC Members <escalante@ncfrpc.org>
Cc: Media_Public_Notice <escalante@ncfrpc.org>; TAC Alternates <escalante@ncfrpc.org>
Subject: Draft Public Involvement Plan

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviews

its Public Involvement Plan to address any new public participation requirements and for consideration of public participation strategies. The Metropolitan Transportation Planning Organization will consider approval of the draft Public Involvement Plan at its June 21, 2021 meeting

Per federal public notice requirements, printed advertisements in The Gainesville Sun and Guardian will be published on Thursday, May 6, 2021. The notice will also be on the gainesville.com website. In addition, a printed advertisement in The Independent Alligator will be published on Monday, May 10, 2021 [the first day of the University of Florida Summer Session A] and also on the alligator.com website.

Below is the link to the draft Public Involvement Plan.

<http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/PIPLAN21dft.pdf>

This update addresses hybrid [on-site and virtual via communications media technology] public meetings.

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

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EXHIBIT 4

From: Mike Escalante
To: "[Leistner, Deborah L.](#)"; [Davis, Nia J](#)
Cc: [Malisa McCreedy \(mccreedyma@cityofgainesville.org\)](#); ["Idovagat1@cityofgainesville.org"](#); [Scott Koons](#)
Subject: RE: Opportunities to seek your input
Date: Tuesday, June 08, 2021 4:17:00 PM

Responses to the City of Gainesville Office of Equity and Inclusion comments are below in [blue text](#).

Chapter 2: Who is the "public"

Great to see the advisory boards represented and their willingness to contribute their expertise. Interested in looking at the folks who aren't comfortable in giving their opinion or don't know the opportunity exists. What practices are currently in place to engage the most marginalized and most impacted by the transportation changes? How do we identify the most marginalized?

[The document includes a section on underserved and underrepresented populations. We can work with City staff in the upcoming year to enhance public outreach strategies.](#)

Interested in seeing the makeup/demographics of the Transportation Disadvantaged Coordinating Board. I'm wondering what our data says around the transportation challenges in Gainesville and how we can continue to utilize the board for additional outreach.

Is there record or data around where people are finding out about these committees? I'm interested in how to expand the messaging around seeking input. I see that there is a heavy focus on government agencies, I want to be cognizant that these are spaces that have not always been traditionally welcoming to underserved communities. So, there could be a little bit of distrust around frequenting these locations.

[The composition of the Transportation Disadvantaged Coordinating Board is described in Florida Statutes. The role of the Metropolitan Transportation Planning Organization is limited to recommending the Transportation Disadvantaged Coordinator to the Florida Commission for the Transportation Disadvantaged and receiving transportation disadvantaged program funding priorities from the Transportation Disadvantaged Coordinating Board. The Florida Statute-required Technical Advisory Committee and Citizens Advisory Committee, as well as the Bicycle/Pedestrian Advisory Board provide transportation planning recommendations to the Metropolitan Transportation Planning Organization concerning the expenditure of federal and state funds.](#)

Are there opportunities to partner with translation services? I've heard that while Google translate is a solid resource, it may not always be the most accurate.

[The Public Involvement Plan includes Limited-English Proficiency strategies. We can work with City staff in the upcoming year to enhance Limited-English Proficiency strategies.](#)

Chapter 3: How do we Reach the Public?

Interested to investigate additional ways to communicate our process out to community. It seems there is a great reliance on newspaper publications. Do people know this is where they can find this information?

We can work with City staff in the upcoming year to enhance public outreach strategies.

Appendix: Community Profile

I'm seeing the racial demographics are Black, White, Other. Is there a way we can be more detailed with the "other" demographic?

It is anticipated that the Community Profile section will be updated subsequent to the release of 2020 Census information.

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

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

From: Leistner, Deborah L. [mailto:leistnerdl@cityofgainesville.org]
Sent: Monday, June 07, 2021 4:53 PM
To: Mike Escalante; Scott Koons
Cc: Davis, Nia J
Subject: Fw: Opportunities to seek your input

Mike -

As a follow up from the comments at the TAC meeting last week, please see below the comments from the City's Office of Equity and Inclusion. Ms. Davis is copied here.

Regards, Debbie

From: Davis, Nia J <DavisNJ@cityofgainesville.org>
Sent: Friday, June 4, 2021 2:06 PM
To: McCreedy, Malisa A <mccreedyma@cityofgainesville.org>; Leistner, Deborah L. <leistnerdl@cityofgainesville.org>
Cc: Idoyaga, Thomas <IdoyagaT1@cityofgainesville.org>
Subject: Re: Opportunities to seek your input

Hey y'all!

Happy Friday! I went through the public involvement framework and had a couple of thoughts! I look forward to meeting with you all so we can take a deeper dive! Thank you!

Chapter 2: Who is the "public"

Great to see the advisory boards represented and their willingness to contribute their expertise. Interested in looking at the folks who aren't comfortable in giving their opinion or don't know the opportunity exists. What practices are currently in place to engage the most marginalized and most impacted by the transportation changes? How do we identify the most marginalized?

Interested in seeing the makeup/demographics of the Transportation Disadvantaged Coordinating Board. I'm wondering what our data says around the transportation challenges in Gainesville and how we can continue to utilize the board for additional outreach.

Is there record or data around where people are finding out about these committees? I'm interested in how to expand the messaging around seeking input. I see that there is a heavy focus on government agencies, I want to be cognizant that these are spaces that have not always been traditionally welcoming to underserved communities. So, there could be a little bit of distrust around frequenting these locations.

Are there opportunities to partner with translation services? I've heard that while Google translate is a solid resource, it may not always be the most accurate.

Chapter 3: How do we Reach the Public?

Interested to investigate additional ways to communicate our process out to community. It seems there is a great reliance on newspaper publications. Do people know this is where they can find this information?

Appendix: Community Profile

I'm seeing the racial demographics are Black, White, Other. Is there a way we can be more detailed with the "other" demographic?

Nia Davis
Equity Specialist
Pronouns: She/Her/Hers - [Why this matters](#)
Office of Equity and Inclusion

EXHIBIT 5

From: Mike Escalante
To: "Schwabacher, Mari"
Cc: Taulbee, Karen; Scott Koons
Subject: RE: PIP District Comments
Date: Friday, May 28, 2021 1:06:00 PM

FDOT comments addressed as follows:

- Page 3 – Highlighted sentence referencing RTS' public involvement process included at RTS request;
- Page 4 – Legal service text added;
- Page 11 – Citations revised [also pages A-10 & A-11];
- Page 16 – TAC composition text added;
- Page 18 – Advisory Committee Recruitment/Transportation Disadvantaged text revised;
- Page 32 – TIP public notice text added;
- Page 33 – Emergency Meeting Agenda text added to Appendix E, Exhibit E-1; and
- Page 35 – Charrette text remains [just in case].

A revised draft PIP will be distributed at the advisory committee meetings and updated on the website.

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

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

From: Schwabacher, Mari [mailto:Mari.Schwabacher@dot.state.fl.us]
Sent: Wednesday, May 26, 2021 4:07 PM
To: Mike Escalante; Scott Koons
Cc: Taulbee, Karen
Subject: PIP District Comments

Good Afternoon,

Please see our Draft PIP comments attached. Comments are in red.

Thanks,

Mari Schwabacher
Gainesville MTPO Liaison
D2 Complete Streets Coordinator
Jacksonville Urban Office
904.360.5647

*Florida Department of Transportation, District 2
2198 Edison Avenue MS 2806
Jacksonville, FL 32204*



CA.6

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

June 14, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Downtown Connector Rail/Trail Crossing at State Road 331 (Williston Road) - Status Report

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The Florida Department of Transportation has provided a status report concerning safety issues for the Downtown Connector Rail/Trail Crossing at State Road 331 (Williston Road). Exhibit 1 is a copy of the Florida Department of Transportation letter.

Attachment

t:\scott\sk21\mtpo\memo\downtown_connector_sr331_crossing_update_jun21_mtpo.docx



SK ME

Florida Department of Transportation

RON DESANTIS
GOVERNOR

2198 Edison Avenue
Jacksonville, FL 32204-2730

KEVIN THIBAUT
SECRETARY

May 27, 2021

RECEIVED

Charles S. Chestnut IV, Chair
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653

JUN 04 2021

**NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL**

RE: Request for State Road 331/Rail Trail Crossing Evaluation and Modifications

Chair Chestnut,

Thank you for your letter dated April 29, 2021 requesting State Road 331/Rail Trail crossing evaluations and modifications in conjunction with Resurfacing Project 4479621. The evaluation has been completed and the following recommendations have been determined and will be completed independent of Resurfacing Project 4479621:

- Signage update at the Hawthorne Trail Crossing [*Completed*]
- Add passive detection and additional flashing light yellow beacons. This upgrade will utilize sensors to automatically activate the flashing light when a trail user is waiting to cross. Additional yellow lights will be installed to increase visibility. [*In progress*]
- Upgrade the crossing to a midblock pedestrian signal. [*Push-button Project 447629-3*]

In 2019 the Florida Department of Transportation updated the signage located at the pushbutton detectors for the Hawthorn Trail crossing and installed "35 MPH Ahead" pavement messages where the speed transitions from 45 MPH to 35. The Department is currently working with the city of Gainesville on adding passive detection and improving visibility. This work is scheduled to be completed by Summer 2021.

In addition, push-button project 447629-3 SR24/SR331 (SE Williston Road) at Hawthorne Trail Crossing is scheduled for construction in Spring 2022 will upgrade the crossing to a midblock pedestrian signal. This signal will have red/yellow/green traffic signal lights placed overhead and look similar to a traffic signal.

Please contact Mari Schwabacher at Mari.Schwabacher@dot.state.fl.us or at 904-360-5647 for any questions or comments.

Sincerely,


Greg Evans
District Two Secretary



June 14, 2021

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

Approve 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/FullPackets/MTPO/2021/Transit_Ridership_Monitoring_Report_2020dft.pdf

In addition, please find attached:

- Exhibit 1 - A table and pie-chart depicting the Regional Transit System funding for Fiscal Years 2017 to 2021;
- Exhibit 2 - Regional Transit System Fiscal Year 2020-21 budget information provided by the City of Gainesville; and
- Exhibit 3 - Regional Transit System Fiscal Year 2019-20 Transit Ridership with Covid-19 Impacts - Sample Routes.

Attachments

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EXHIBIT 1

**Regional Transit System Operations Funding
Fiscal Years 2017 to 2021**

Source	Fiscal Year				
	2017	2018	2019	2020	2021
University of Florida	\$13,429,786	\$14,003,331	\$14,906,339	\$14,554,408	\$14,343,950
Federal Transit Administration	\$2,650,000	\$2,650,000	\$15,612,083	\$10,514,021	\$8,890,791
Florida Department of Transportation	\$2,539,263	\$2,496,411	\$5,190,503	\$5,310,940	\$2,728,783
City of Gainesville	\$3,173,745	\$3,244,480	\$3,521,012	\$4,293,439	\$2,496,158
Alachua County	\$973,753	\$917,317	\$1,349,843	\$1,684,331	\$1,712,772
Fares & Passes	\$1,175,431	\$1,053,543	\$1,157,171	\$928,605	\$928,605
Santa Fe College	\$988,123	\$1,006,085	\$1,143,746	\$1,048,572	\$816,342
Other	\$723,877	\$424,652	\$728,458	\$702,000	\$742,000
Total Revenue	\$25,653,978	\$25,795,819	\$43,609,155	\$39,036,316	\$32,659,401

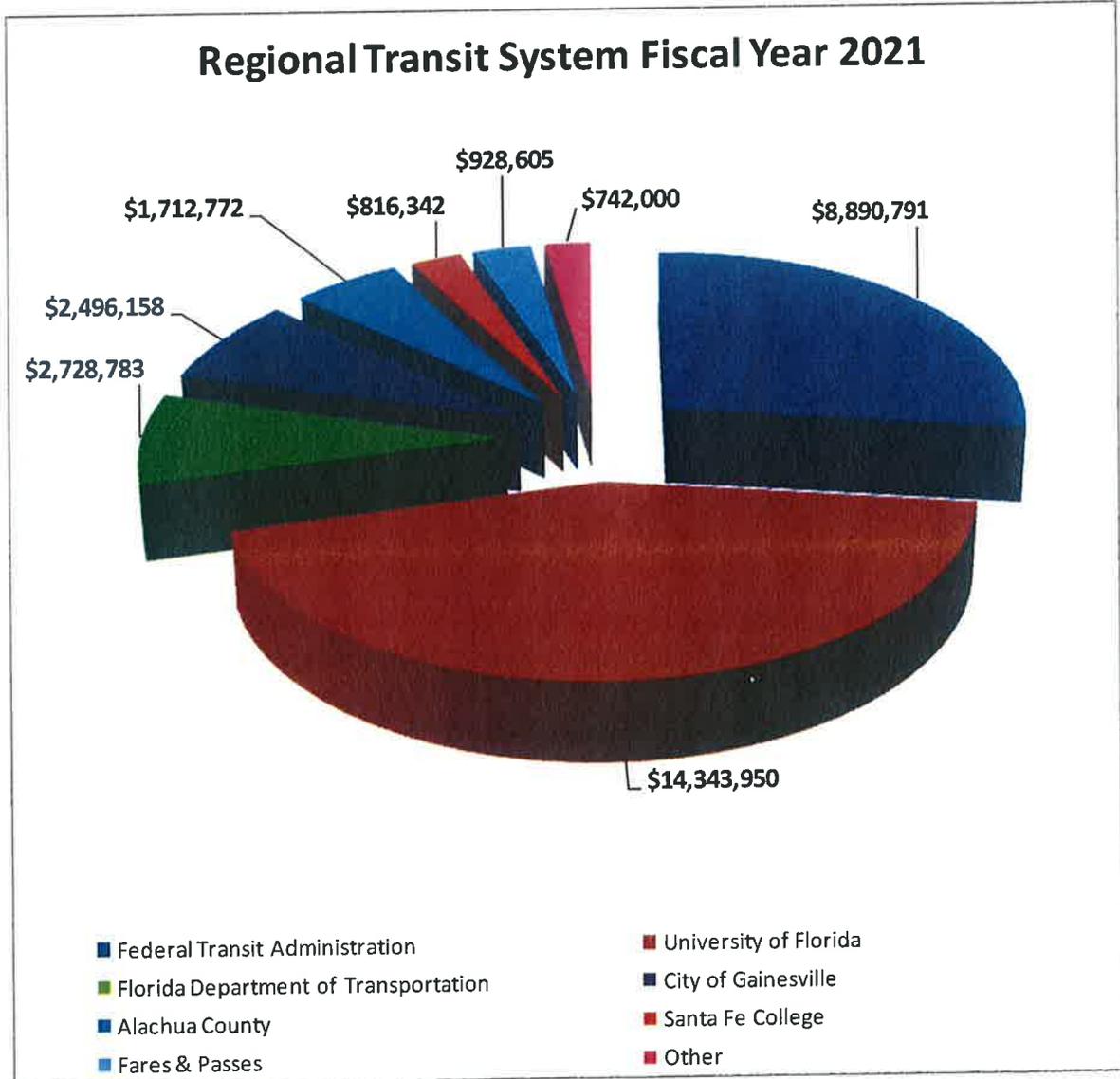


EXHIBIT 2

**Regional Transit System Fund
Schedule of Sources - Current Year Budget to Actual
Transportation & Mobility 680 (Fund 450 - RTS)
Beginning October 1, 2020**

680 Department-wide	Original Budget	Current Budget	Current Actual	% of CY Budget
Sources				
1602 FTA 5307 Urbanized Formula	3,050,000	3,050,000	-	0.00%
1630 Fed Grant-Public Safety	5,840,791	5,840,791	-	0.00%
2204 FDOT Block Grant	2,228,783	2,228,783	-	0.00%
2240 FDOT 5311, 5316, 5317 Funds	500,000	500,000	-	0.00%
2408 Gas Tax Rebate	298,746	298,746	-	0.00%
2802 County Contract - Base Service	439,396	439,396	-	0.00%
2804 County Contribution - Route 75	583,376	583,376	-	0.00%
4018 Fares	605,605	605,605	-	0.00%
4020 Shuttle Services	3,000	3,000	-	0.00%
4023 Student Passes	20,000	20,000	-	0.00%
4024 Adult Passes	300,000	300,000	-	0.00%
4025 Advertising	575,000	575,000	-	0.00%
4035 SFC Transportation Fee	816,342	816,342	-	0.00%
4037 UF Transportation Fee*	13,842,910	13,842,910	-	0.00%
4040 Gator Aider	259,963	259,963	-	0.00%
4044 MegaBus, Inc	23,000	23,000	-	0.00%
4053 Shands Employee Pass	74,077	74,077	-	0.00%
4072 UF - TransLoc Share	167,000	167,000	-	0.00%
6001 Interest on Investments	22,000	22,000	-	0.00%
6801 Proceeds - Surplus Equipment	45,000	45,000	-	0.00%
7201 Miscellaneous Revenue	25,000	25,000	-	0.00%
7275 Insurance Recovery	52,000	52,000	-	0.00%
Subtotals: Operating	<u>29,771,989</u>	<u>29,771,989</u>	-	0.00%
Non-Operating				
0201 Local Option Gas Tax	1,747,854	1,747,854	-	0.00%
Subtotals: Non-Operating	<u>1,747,854</u>	<u>1,747,854</u>	-	0.00%
Transfers from:				
7408 General Fund	442,995	442,995	-	0.00%
7484 5-Cents LOGT	690,000	690,000	-	0.00%
7604 G.R.U.	6,563	6,563	-	0.00%
Subtotals: Transfers	<u>1,139,558</u>	<u>1,139,558</u>	-	0.00%
Total Sources	32,659,401	32,659,401	-	
Total Expenditures	<u>32,456,878</u>	<u>32,456,878</u>	-	0.00%
Net Change in Assets	202,523	202,523	-	0.00%

Notes:

*Rev Codes 4019-UF Campus Contract, 4037-UF Transportation Fee & 4039-UF Sunday Service combined in FY21

EXHIBIT 3

Fiscal Year 2019-20 Transit Ridership with Covid-19 Impacts - Sample Routes

Pre-Covid-19 Pandemic Ridership							Covid-19 Pandemic Ridership							
Year	October	November	December	January	February	Sum	March	April	May	June	July	August	September	Sum
Route 1														
2019	57,729	45,187	33,612	49,493	44,741	230,762	45,494	45,715	40,318	36,374	40,586	48,590	49,474	306,551
2020	53,894	43,234	33,824	48,595	43,437	222,984	27,967	14,903	14,446	19,961	22,080	23,102	19,656	142,115
Ridership Percentage Change						-3.37%								-53.64%
Route 9														
2019	62,927	44,318	16,932	46,596	48,371	219,144	38,866	44,830	16,982	14,972	18,390	35,417	53,054	222,511
2020	61,789	44,225	17,949	54,315	53,366	231,644	12,648	1,194	939	1,265	1,410	2,079	5,328	24,863
Ridership Percentage Change						5.70%								-88.83%
Route 12														
2019	61,371	44,079	23,453	46,823	46,233	221,959	39,822	44,488	24,891	22,218	25,956	39,944	47,972	245,291
2020	56,108	41,878	22,499	49,368	48,322	218,175	17,817	4,121	3,673	4,471	5,194	5,884	8,714	49,874
Ridership Percentage Change						-1.70%								-79.67%
Route 20														
2019	95,974	70,089	35,864	77,928	79,744	359,599	67,709	77,050	50,881	45,356	56,389	68,388	85,809	451,582
2020	90,984	67,886	35,901	74,573	74,157	343,501	24,119	5,791	6,672	8,727	9,358	11,872	16,198	82,737
Ridership Percentage Change						-4.48%								-81.68%
Route 35														
2019	73,633	51,313	24,843	60,267	60,804	270,860	48,281	55,332	35,377	32,927	39,683	48,400	60,736	320,736
2020	68,404	49,687	25,794	56,747	56,463	257,095	18,754	4,394	5,303	7,277	7,582	8,608	12,665	64,583
Ridership Percentage Change						-5.08%								-79.86%



CA.8

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June 14, 2021

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 24, 2021. 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 is a signed copy of the Joint Certification Statement. Exhibit 2 is a signed copy of the certification approval/transmittal letter from the Florida Department of Transportation.

Attachments

t:\scott\sk21\mtpo\memo\cert2021_signed_jun21_mtpo.docx

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Gainesville MTPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 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 FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 24, 2021.

Based on a joint review and evaluation, the Florida Department of Transportation and the Gainesville MTPO recommend that the Metropolitan Planning Process for the Gainesville MTPO be certified.

DocuSigned by:

Greg Evans

Name: Greg Evans

Title: District Secretary (or designee)

Charles S. Chestnut IV

Name: Charles S. Chestnut IV

Title: MPO Chairman (or designee)

5/24/2021 | 2:41 PM EDT

Date

4/26/21

Date

EXHIBIT 2



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

May 20, 2021

Abra Horne, Administrator for Metropolitan Planning
Florida Department of Transportation
605 Suwannee Street, MS 28
Tallahassee, Florida 32399-0450

RE: 2021 Joint Certification Process
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

In accordance with Chapter 7 of the MPO Program Management Handbook and cited Federal regulations, the Gainesville Transportation Planning Organization (TPO) and the Florida Department of Transportation (FDOT) must jointly certify the metropolitan transportation planning process. The FDOT and Gainesville TPO initiated the process in January 2021 and concluded with approval of the Joint Certification Statement on April 26, 2021. The FDOT review did not identify any corrective actions.

Based on a joint review and evaluation, the Florida Department of Transportation and the Gainesville TPO recommend that the Metropolitan Planning Process for the Gainesville TPO be certified.

This transmittal includes the Final Certification Package including all signed certifications and assurances.

Please let me know if you have any questions or need additional information.

DocuSigned by:

15C0E4BBA9F5431...

Mari Schwabacher
Gainesville TPO Liaison
FDOT District Two



Gainesville MTPO

Joint Certification – 2020-2021

5/20/2021

Part 1 – FDOT District



FDOT Joint Certification
Part 1 – FDOT District

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*FDOT Joint Certification
Part 1 – FDOT District*

Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The Certification Package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

*FDOT Joint Certification
Part 1 – FDOT District*

Certification Process

Please read and answer each question within this document.

Since all of Florida's MPOs adopt a new Transportation Improvement Program (TIP) annually, many of the questions related to the TIP adoption process have been removed from this certification, as these questions have been addressed during review of the draft TIP and after adoption of the final TIP.

As with the TIP, many of the questions related to the Unified Planning Work Program (UPWP) and Long-Range Transportation Plan (LRTP) have been removed from this certification document, as these questions are included in the process of reviewing and adopting the UPWP and LRTP.

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 1 Section 9: Attachments allows you to embed any attachments to the certification, including the MPO [Joint Certification Statements and Assurances](#) document that must accompany the completed certification report. Once all the appropriate parties sign the Statements and Assurances, scan it and attach it to the completed certification in Part 1 Section 9: Attachments.

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

The final Certification Package should include Part 1, Part 2, and any required attachments and be transmitted to Central Office no later than June 1 of each year.

*FDOT Joint Certification
Part 1 – FDOT District*

Risk Assessment Process

Part 1 Section 1: Risk Assessment evaluates the requirements described in 2 CFR §200.331 (b)-(e), also expressed below. It is important to note that FDOT is the recipient and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

(b) Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring described in paragraphs (d) and (e) of this section, which may include consideration of such factors as:

- (1) The subrecipient's prior experience with the same or similar subawards;*
- (2) The results of previous audits including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;*
- (3) Whether the subrecipient has new personnel or new or substantially changed systems; and*
- (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*

(c) Consider imposing specific subaward conditions upon a subrecipient if appropriate as described in §200.207 Specific conditions.

(d) Monitor the activities of the subrecipient as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward; and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:

- (1) Reviewing financial and performance reports required by the pass-through entity.*
- (2) Following-up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies pertaining to the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and other means.*

FDOT Joint Certification
Part 1 – FDOT District

(3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by §200.521 Management decision.

(e) Depending upon the pass-through entity's assessment of risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be useful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:

(1) Providing subrecipients with training and technical assistance on program-related matters; and

(2) Performing on-site reviews of the subrecipient's program operations;

(3) Arranging for agreed-upon-procedures engagements as described in §200.425 Audit services.

After coordination with the Office of Policy Planning, any of the considerations in 2 CFR §200.331 (b) may result in an MPO being assigned the High-risk level.

The questions in Part 1 Section 1: Risk Assessment are quantified and scored to assign a level of risk for each MPO, which will be updated annually during the joint certification process. The results of the Risk Assessment determine the minimum frequency by which the MPO's supporting documentation for their invoices is reviewed by FDOT MPO Liaisons for the upcoming year. The frequency of review is based on the level of risk in **Table 1**.

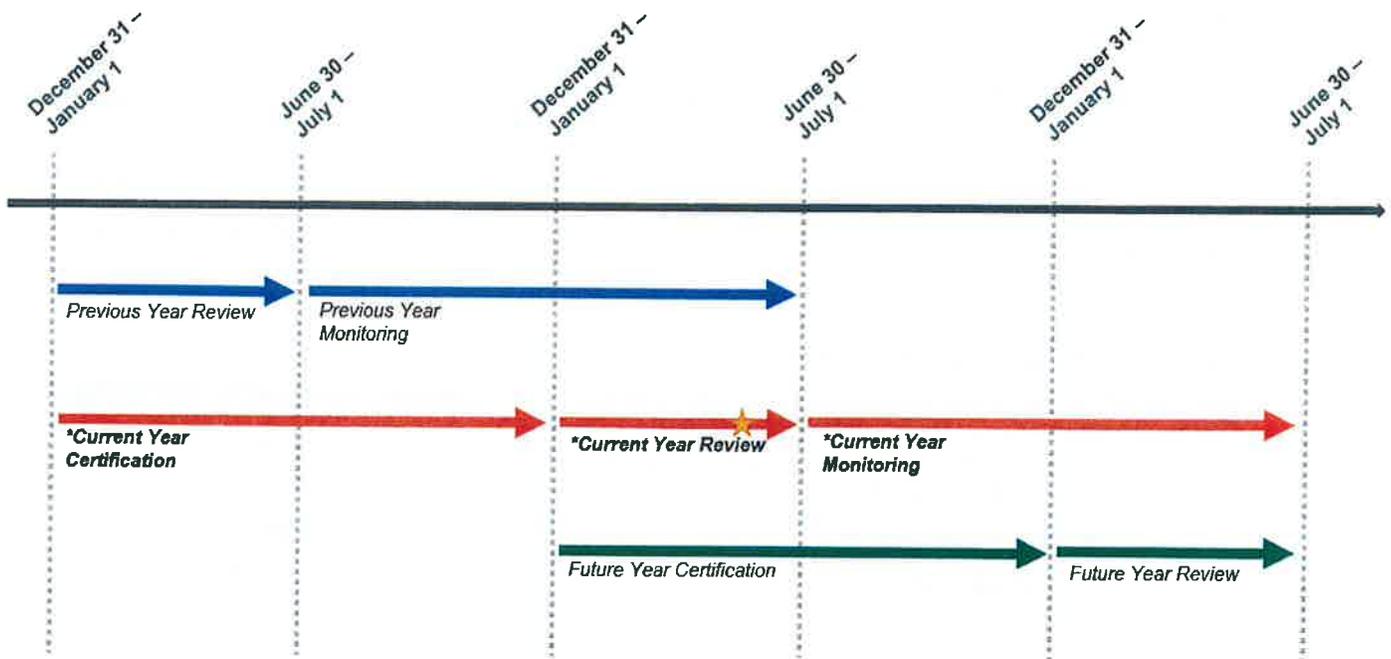
Table 1. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

**FDOT Joint Certification
Part 1 – FDOT District**

The Risk Assessment that is part of this joint certification has two main components – the Certification phase and the Monitoring phase – and involves regular reviewing, checking, and surveillance. The first step is to complete this Risk Assessment during the joint certification for the current year (*The red line in Figure 1*). The current year runs for a 12-month period from January 1 to December 31 of the same year (*Example: January 1, 2018 through December 31, 2018*). There is a 6-month period when the joint certification for the current year is reviewed before the Risk Assessment enters the Monitoring phase. The joint certification review runs from January 1 to June 30 (*Example: January 1, 2019 through June 30, 2019*). After the review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for a 12-month period (*Example: July 1, 2019 to June 30, 2020*). The entire Risk Assessment runs for a total of 30-months. However, there will always be an overlapping of previous year, current year, and future year Risk Assessments. **Figure 1** shows the timeline of Risk Assessment phases and how Risk Assessments can overlap from year to year.

Figure 1. Risk Assessment: Certification Year vs. Monitoring



★ June 1st - Joint Certifications are due to FDOT

FDOT Joint Certification
Part 1 – FDOT District

Part 1

Part 1 of the Joint Certification is to be completed by the FDOT MPO Liaison.

*FDOT Joint Certification
Part 1 – FDOT District*

Part 1 Section 1: Risk Assessment

MPO Invoice Submittal

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below.

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
7	01/01/2020-03/31/2020	04/30/2020	no
8	04/01/2020-06/30/2020	06/30/2020	no
1	07/01/2020-09/30/2020	11/12/2020	no
2	10/01/2020-12/31/2020	05/14/2021	yes
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			3
Total Number of Invoices Submitted			4

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed in the certification period in **Table 3** and attach the checklists to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Invoice Review

***FDOT Joint Certification
Part 1 – FDOT District***

Checklist (i.e. checked yes). The MPO Invoice Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting unallowable, unreasonable or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.

Corrections or findings that are not considered materially significant do not warrant elevation of MPO risk. Examples of corrections or findings that are not considered materially significant include:

- Typos.
- Incorrect budgeted amount because an amendment was not recorded.
- Incorrect invoice number.

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of Correct Materially Significant Finding Questions
<i>Invoice 7</i>	7
<i>Invoice 8</i>	7
<i>Invoice 1</i>	7
<i>Invoice 2</i>	7
MPO Invoice Review Checklist Total	

FDOT Joint Certification
Part 1 – FDOT District

Total Number of Materially Significant Finding Questions that were Correct	28
---	-----------

**Note: There are 7 materially significant questions per MPO Invoice Review Checklist.*

MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Supporting Documentation Review Checklist (i.e. checked yes). The MPO Supporting Documentation Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting an invoice with charges that are not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.
- Submitting travel charges that do not comply with the MPO's travel policy.

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist	Number of Correct Materially Significant Finding Questions
<i>Invoice 7- G0U69</i>	21
MPO Supporting Documentation Review Checklist Total	

FDOT Joint Certification
Part 1 – FDOT District

Total Number of Materially Significant Finding Questions that were Correct	21
---	-----------

**Note: There are 24 materially significant questions per MPO Supporting Documentation Review Checklist.*

Technical Memorandum 19-02: Car Allowance or Mileage Reimbursements

Was car allowance or mileage recorded appropriately based on the number of business-related miles an employee drives and the cost associated with operating a personal vehicle?

Please Check: **Yes** **No**

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

Were incurred costs billed appropriately at the end of the contract period?

Please Check: **Yes** **No** **NA**

Technical Memorandum 19-05Rev: Director's Timesheets and Expenses

Were the Director's timesheets and expenses reviewed at least quarterly by the MPO Board, Executive Committee, Board Chair, or Board Treasurer?

Please Check: **Yes** **No**

Risk Assessment Score

Please use the Risk Assessment worksheet to calculate the MPO's risk score. Use **Table 5** as a guide for the selecting the MPO's risk level.

Table 5. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

Risk Assessment Percentage: 93

FDOT Joint Certification
Part 1 – FDOT District

Level of Risk: Low

FDOT Joint Certification
Part 1 – FDOT District

Part 1 Section 2: Long-Range Transportation Plan (LRTP)

1. Did the MPO adopt a new LRTP in the year that this certification is addressing?

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft or final LRTP and the LRTP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 1 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Gainesville MTPO LRTP Checklist

*FDOT Joint Certification
Part 1 – FDOT District*

Part 1 Section 3: Transportation Improvement Program (TIP)

1. Did the MPO update their TIP in the year that this certification is addressing?

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft or final TIP and the TIP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 1 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Gainesville MTPO TIP 2020-2024

FDOT Joint Certification
Part 1 – FDOT District

Part 1 Section 4: Unified Planning Work Program (UPWP)

1. Did the MPO adopt a new UPWP in the year that this certification is addressing?

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft or final UPWP and the UPWP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 1 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Gainesville MTPO UPWP 2020-21 and 2021-22

*FDOT Joint Certification
Part 1 – FDOT District*

Part 1 Section 5: Clean Air Act

The requirements of [Sections 174](#) and [176 \(c\) and \(d\)](#) of the Clean Air Act.

The Clean Air Act requirements affecting transportation only applies to areas designated nonattainment and maintenance for the National Ambient Air Quality Standards (NAAQS). Florida currently is attaining all NAAQS. No certification questions are required at this time. In the event the Environmental Protection Agency issues revised NAAQS, this section may require revision.

Title(s) of Attachment(s)

NA

FDOT Joint Certification
Part 1 – FDOT District

**Part 1 Section 6: Technical Memorandum 19-03: Documentation
of FHWA PL and Non-PL Funding**

Did the MPO program all FHWA Planning Funds (PL and non-PL) into the TIP?

Please Check: Yes No

*FDOT Joint Certification
Part 1 – FDOT District*

Part 1 Section 7: District Questions

The District may ask up to five questions at their own discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question, and the response in the blanks below. This section is optional and may cover any topic area of which the District would like more information.

1. Question

PLEASE EXPLAIN

2. Question

PLEASE EXPLAIN

3. Question

PLEASE EXPLAIN

4. Question

PLEASE EXPLAIN

5. Question

PLEASE EXPLAIN

FDOT Joint Certification
Part 1 – FDOT District

Part 1 Section 8: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

Status of Recommendations and/or Corrective Actions from Prior Certifications

PLEASE EXPLAIN

Recommendations

District coordinated with MPO on invoice submittal dates and found no issues.

Corrective Actions

PLEASE EXPLAIN

*FDOT Joint Certification
Part 1 – FDOT District*

Part 1 Section 9: Attachments

Please attach any documents required from the sections above or other certification related documents here or through the [MPO Document Portal](#). Link to [MPO Joint Certification Statements and Assurances \(year 1\)](#) or [MPO Joint Certification Statement \(year 2\)](#).

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

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FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION
Part 2 – MPO



Gainesville MTPO

Joint Certification – 2021

March 24, 2021

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION
Part 2 – MPO

Part 2 - MPO

*FDOT Joint Certification
Part 2 – MPO*

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*FDOT Joint Certification
Part 2 – MPO*

Purpose

Each year, the District and the MPO must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question using the checkboxes to provide a “yes” or “no.” Below each set of checkboxes is a box where an explanation for each answer is to be inserted. The explanation given must be in adequate detail to explain the question.

FDOT’s [MPO Joint Certification Statements and Assurances](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the Statements and Assurances document. Once all the appropriate parties sign the Statements and Assurances, scan it and email it with this completed Certification Document to your District MPO Liaison.

Please note that the District shall report the identification of, and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

FDOT Joint Certification
Part 2 – MPO

Part 2

Part 2 of the Joint Certification is to be completed by the MPO.

Part 2 Section 1: MPO Overview

1. Does the MPO have up-to-date agreements such as the interlocal agreement that creates the MPO, the intergovernmental coordination and review agreement; and any other applicable agreements? Please list all agreements and dates that they need to be readopted.

Please Check: Yes No

The Interlocal Agreement for Creation of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area dated 5/26/04 needs to be reaffirmed by 5/26/24. The Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement dated 1/26/07 needs to be reaffirmed by 1/26/22. The Metropolitan Transportation Planning Organization administrative staff services agreement with the North Central Florida Regional Planning Council dated 10/27/16 will be renewed by 10/27/21. The Metropolitan Transportation Planning Organization staff services interlocal agreement with the City of Gainesville for the Bicycle/Pedestrian Advisory Board dated 5/22/02 will be renewed by 5/22/22.

2. Does the MPO coordinate the planning of projects that cross MPO boundaries with the other MPO(s)?

Please Check: Yes No

Although the Gainesville Metropolitan Area boundary does not abut the Ocala/Marion County Transportation Planning Organization boundary, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates as needed regarding projects crossing both jurisdictions. These metropolitan planning organizations have established a regional executive committee for the purpose of coordinating Florida Department of Transportation Transportation Regional Incentive Program grant applications and programming. In addition, the Metropolitan Transportation Planning Organization participates in the Florida Metropolitan Planning Organization Advisory Council and utilizes this organization for statewide coordination with other metropolitan planning organizations within Florida.

The last meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area-Ocala/Marion County Transportation Planning Organization Transportation Regional Incentive Grant Program Executive Committee was held on 2/16/16. At that meeting, the Executive Committee approved the Transportation Regional Incentive Program grant application for the SW 62nd Boulevard Connector two-lane roadway interim project in the Gainesville Metropolitan Area.

3. How does the MPOs planning process consider the 10 Planning Factors?

Please Check: Yes No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area planning process provides for consideration of the Fixing America's Surface Transportation Act 10 Planning Factors as specified in the Unified Planning Work Program (Appendix C), List of Priority Projects (Appendix A) and Year 2045 Long-Range Transportation Plan
http://ncfrpc.org/mtpo/publications/UPWP/UPWP_2021_2022_amend_sma.pdf
<http://ncfrpc.org/mtpo/publications/LOPP/2020/LOPP20a.pdf>
http://ncfrpc.org/mtpo/publications/LRTP2045/TechnicalReport7_Year2045CostFeasiblePlan01-14-20215P.pdf

FDOT Joint Certification
Part 2 – MPO

4. How are the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process?

Please Check: Yes No

The transportation plans and programs of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, including the Transportation Improvement Program, Unified Planning Work Program and Long-Range Transportation Plan, are based on a continuing, comprehensive and cooperative process. It is continuing, comprehensive and cooperative in that for the duration of the planning process, the Metropolitan Transportation Planning Organization with the advice of its advisory committees and opportunities for input from freight shippers, public transportation providers and users, adjacent local governments, special interest groups and the general public at-large, has developed its required planning documents with these groups and with the coordination of the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation and the Metropolitan Planning Organization Advisory Council.

5. When was the MPOs Congestion Management Process last updated?

Please Check: Yes No N/A

The Multimodal Level of Service Report was updated 3/12/21. The Mobility Plan Status Report was updated 1/30/20. The Transit Ridership Monitoring Report was updated 8/24/20.
<http://ncfrpc.org/mtpo/publications/LOS/LOS20RPTGT.pdf>
<http://ncfrpc.org/mtpo/publications/GMACMP/statusrpt18.pdf>
http://ncfrpc.org/mtpo/publications/Transit/Transit_Ridership_Monitoring_Report_2019a.pdf

6. Has the MPO recently reviewed and/or updated its Public Participation Plan? If so, when?

Please Check: Yes No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviewed and approved revisions to its Public Involvement Plan on 8/24/20. Also, on 8/24/20, the Metropolitan Transportation Planning Organization amended its Year 2045 Long-Range Transportation Plan Public Participation Plan. Due to the Covid-19 Public Health Emergency, the Public Involvement Plan and Public Participation Plan were updated to accommodate virtual meetings via communications media technology. In addition, flexible public notice strategies were added and implemented. These revisions enabled the the Metropolitan Transportation Planning Organization and its advisory committees to hold virtual regular business meetings and the Metropolitan Transportation Planning Organization to conduct public workshops and public hearings. The Metropolitan Transportation Planning Organization conducted three virtual public workshops for the Year 2045 Long-Range Transportation Plan update on the following dates: 5/12/20; 6/9/20; and 7/7/20. On 6/22/20 the Metropolitan Transportation Planning Organization conducted a virtual public hearing for the Year 2045 Long-Range Transportation Plan Needs Plan. On 8/24/20, the Metropolitan Transportation Planning Organization conducted a virtual public hearing on the Year 2045 Long-Range Transportation Plan Cost Feasible Plan. The Metropolitan Transportation Planning Organization will amend United Planning Work Program Task 1.0 Administration to add the update of its website as a required activity and end product with a completion date of 6/30/22.

7. Was the Public Participation Plan made available for public review for at least 45 days before adoption?

FDOT Joint Certification
Part 2 – MPO

Please Check: Yes No

A draft copy of the Public Involvement Plan was made available on the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and website. Due to the Covid-19 Public Health Emergency public building access restrictions, it was not distributed to Alachua County Library District Downtown, Millhopper and Tower Road branch libraries within the Gainesville Metropolitan Area. Legal advertisements were posted on the gainesville.com and alligator.org websites and placed in The Gainesville Sun on 7/9/20, The Gainesville Guardian on 7/9/20 and The Independent Florida Alligator on 7/6/20.

8. Does the MPO utilize one of the methods of procurement identified in [2 C.F.R. 200.320 \(a-f\)](#)?

Please Check: Yes No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area utilizes several of the methods of procurement from 2 Code of Federal Regulations 200.320 -
(a) Procurement by micro-purchases for item and services meeting specified criteria;
(b) Procurement by small purchases for items and services meeting specified criteria;
(c) Procurement by sealed bids; and
(d) Procurement by competitive proposals.

9. Does the MPO maintain sufficient records to detail the history of procurement? These records will include, but are not limited to: rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price.

Note: this documentation is required by 2 C.F.R. 200.324 (a) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

Please Check: Yes No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains sufficient records to detail the history of procurement, including the rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price.

10. Does the MPO have any intergovernmental or inter-agency agreements in place for procurement or use of goods or services?

Please Check: Yes No

Not Applicable.

11. What methods or systems does the MPO have in place to maintain oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders?

Please Check: Yes No

***FDOT Joint Certification
Part 2 – MPO***

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area regularly maintains oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviews deliverables from consultants for compliance with scope of work requirements and requires appropriate modifications consistent with scope of work requirements to the deliverables prior to payment. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains an agreement for administrative staff services with the North Central Florida Regional Planning Council. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has an Audit Review Committee which provides fiscal oversight.

Part 2 Section 2: Finances and Invoicing

1. How does the MPO ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by FDOT and the Division Administrator of FHWA?

To ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 Code of Florida Regulations and 49 Code of Federal Regulations, and policies and procedures prescribed by the Florida Department of Transportation and the Division Administrator of the Federal Highway Administration, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Federal Highway Administration, Florida Department of Transportation and Metropolitan Planning Organization Advisory Council through its Florida Department of Transportation Liaison and participation on the Florida Metropolitan Planning Partnership. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area participates in appropriate training workshops and webinars.

2. How often does the MPO submit invoices to the District for review and reimbursement?

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area submits invoices to the District for review and reimbursement on a quarterly basis.

3. Is the MPO, as a standalone entity, a direct recipient of federal funds and in turn, subject to an annual single audit?

Yes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is a standalone entity subject to an annual single audit in fiscal years when the amount of federal funds received meets or exceeds \$750,000.

4. How does the MPO ensure their financial management system complies with the requirements set forth in [2 C.F.R. §200.302](#)?

To ensure their financial management system complies with the requirements set forth in 2 Code of Federal Regulations §200.302, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation and contracts with a certified public accounting firm to conduct an independent financial audit. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area administrative, financial and program staff participate in appropriate training webinars and workshops to assist in complying with the requirements of 2 Code of Federal Regulations §200.302.

5. How does the MPO ensure records of costs incurred under the terms of the MPO Agreement maintained and readily available upon request by FDOT at all times during the period of the MPO Agreement, and for five years after final payment is made?

FDOT Joint Certification
Part 2 – MPO

To ensure records of costs incurred under the terms of the Metropolitan Planning Organization Agreement are maintained and readily available upon request by Florida Department of Transportation at all times during the period of the Metropolitan Planning Organization Agreement, and for five years after final payment is made, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains these records for five years at its business office located at 2009 NW 67th Place, Gainesville, Florida 32653. In addition, electronic records are maintained offsite in accordance with its Continuity of Operations Plan.

6. Is supporting documentation submitted, when required, by the MPO to FDOT in detail sufficient for proper monitoring?

Yes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area submitted supporting documentation, when required, to Florida Department of Transportation in detail sufficient for proper monitoring. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation to ensure sufficient supporting documentation is submitted for proper monitoring.

7. How does the MPO comply with, and require its consultants and contractors to comply with applicable Federal law pertaining to the use of Federal-aid funds?

To comply with, and require its consultants and contractors to comply with, applicable Federal law pertaining to the use of Federal-aid funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation throughout the transportation planning process, including the Certification process, and includes statements and requires assurances and monitors with its contracts with consultants. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains an agreement for administrative staffing with the North Central Florida Regional Planning Council. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has an Audit Review Committee which provides fiscal oversight.

Part 2 Section 3: Title VI and ADA

1. Has the MPO signed an FDOT Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/ADA Program, and posted for public view a nondiscrimination policy and complaint filing procedure?”

Please Check: Yes No

Yes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has signed a Florida Department of Transportation Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/Americans with Disabilities Act Program [Michael Escalante, Senior Planner], and posted for public view a nondiscrimination policy and complaint filing procedure. The sign-in sheets for Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meetings include the Non-Discrimination Statement in English and Spanish. In addition, a Non-Discrimination Statement poster is displayed at long-range transportation plan public hearings and workshops.

2. Do the MPO’s contracts and bids include the appropriate language, as shown in the appendices of the [Nondiscrimination Agreement](#) with the State?

Please Check: Yes No

Yes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area contracts and bids include the appropriate language, as shown in the appendices of the Nondiscrimination Agreement with the State.

3. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with FDOT’s procedure?

Please Check: Yes No

Yes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints that is in compliance with the Florida Department of Transportation procedure. A description of the Metropolitan Transportation Planning Organization non-discrimination complaint process is included in the Public Involvement Plan. A blank copy of the Title VI Complaint/Comment form can be downloaded from the Metropolitan Transportation Planning Organization website at http://ncfrpc.org/mtpo/publications/Title_VI/TVI_Complaint_Form.pdf.

FDOT Joint Certification
Part 2 – MPO

4. Does the MPO collect demographic data to document nondiscrimination and equity in its plans, programs, services, and activities?

Please Check: Yes No

Yes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area collects appropriate demographic data to document nondiscrimination and equity in its plans, programs, services, and activities. Demographic information is included in the Public Involvement Plan.

5. Has the MPO participated in any recent Title VI training, either offered by the State, organized by the MPO, or some other form of training, in the past three years?

Please Check: Yes No

Yes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has participated in recent Title VI training, either offered by the State, organized by the Metropolitan Planning Organization, or some other form of training, in the past three years. The Metropolitan Transportation Planning Organization participated in several webinars from the 2018 United States Department of Transportation Title VI Symposium from 3/13/18 to 3/15/18. In 2019, the Metropolitan Transportation Planning Organization participated in the Florida Department of Transportation Florida Accessing Transit: Bus Facility Design Handbook Training for Roadway Design Workshop on 5/17/19 which included discussion of Title VI and Americans with Disabilities Act topics.

6. Does the MPO keep on file for five years all complaints of ADA noncompliance received, and for five years a record of all complaints in summary form?

Please Check: Yes No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would keep all complaints of Americans with Disabilities Act noncompliance on file for one year and a five-year summary of all complaints. There have been no complaints regarding noncompliance with the Americans with Disabilities Act.

Part 2 Section 4: Disadvantaged Business Enterprises

1. Does the MPO have a FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

Please Check: Yes No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area includes its Disadvantaged Business Enterprise Utilization policy statement in its Unified Planning Work Program. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area follows the guidelines outlined in the Florida Department of Transportation Disadvantaged Business Enterprise Program Plan.

2. Does the MPO use the Equal Opportunity Compliance (EOC) system or other FDOT process to ensure that consultants are entering bidders opportunity list information, as well as accurately and regularly entering DBE commitments and payments?"

Please Check: Yes No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area tracks Disadvantaged Business Enterprise participation through the use of the Bid Opportunity List for Professional Consultant Services and Contractual Services form that is included in Long-Range Transportation Plan Update Request for Qualifications. Disadvantaged Business Enterprise participation as well as Bidder Opportunity List information is collected and tracked by the Florida Department of Transportation via the Economic Opportunity Compliance system.

3. Does the MPO include the DBE policy statement in its contract language for consultants and subconsultants?

Please Check: Yes No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area includes its Disadvantaged Business Enterprise Policy Statement in its contract language for consultants and subconsultants. Per Florida Department of Transportation Disadvantaged Business Enterprise Program Plan, the Disadvantaged Business Enterprise policy statement is included in Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area contract language for all Florida Department of Transportation-funded projects.

Part 2 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPOs noteworthy practices and achievements below.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has been participating in meetings of the Florida Metropolitan Planning Organization Advisory Council Best Practices Committee. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area updated its:

1. Annual Multimodal Level of Service Report for 2019 traffic count data; and
2. Annual Transit Ridership Report for 2019 ridership data.

Due to the Covid-19 Public Health Emergency:

1. Continuity of Operations Plan was revised to accommodate for off-site and virtual staffing and virtual public meetings, public workshops and public hearings;
2. Public Involvement Plan was amended to accommodate virtual public meetings, public workshops and public hearings;
3. Year 2045 Long-Range Transportation Plan Public Participation Plan was amended to accommodate virtual public meetings, public workshops and public hearings;
4. Year 2045 Long-Range Transportation Plan Needs Plan and Cost Feasible Plan were approved subsequent to virtual public hearings; and
5. Three virtual public workshop were conducted prior to the approval of the Year 2045 Long-Range Transportation Plan Cost Feasible Plan

Part 2 Section 6: MPO Comments

The MPO may use this space to make any additional comments, if they desire. This section is not mandatory, and its use is at the discretion of the MPO.

No additional comments

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Gainesville MTPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 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 FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 24, 2021.

Based on a joint review and evaluation, the Florida Department of Transportation and the Gainesville MTPO recommend that the Metropolitan Planning Process for the Gainesville MTPO be certified.

DocuSigned by:

Greg Evans

8A08B2A03E634AA

Name: Greg Evans

Title: District Secretary (or designee)

Charles S. Chestnut IV

Name: Charles S. Chestnut IV

Title: MPO Chairman (or designee)

5/24/2021 | 2:41 PM EDT

Date

Date





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June 14, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Letter of Endorsement for American Planning Association Florida Chapter Award - Outstanding Public Interest Group of the Year

STAFF RECOMMENDATION

Authorize the Chair to sign a letter of endorsement (Exhibit 1) as part of the application for the American Planning Association Florida Chapter Outstanding Public Interest Group of the Year Award for the Gainesville Citizens for Active Transportation and Gators Against Student Pedestrian Deaths.

BACKGROUND

During the public comment portion of its June 3, 2021 meeting, the Bicycle/Pedestrian Advisory Board received a presentation from a local planner soliciting endorsement for the nomination of Gainesville Citizens for Active Transportation and Gators Against Student Pedestrian Deaths as recipients of the Outstanding Public Interest Group of the Year Award. Since this issue was introduced during public comment, the Bicycle/Pedestrian Advisory Board was unable to provide any recommendation to the Metropolitan Transportation Planning Organization at this time.

American Planning Association Florida Chapter San Felasco Section has provided the following materials related to the nomination and application for the award.

- Exhibit 2 - General Submission Information; and
- Exhibit 3 - *#NotOneMore: A Call to Action for Pedestrian, Bicyclist & Motorist Transportation Safety in Gainesville and Alachua County.*

The grass roots efforts by the Gainesville Citizens for Active Transportation and Gators Against Student Pedestrian Deaths have facilitated implementation of several multimodal safety projects within the Gainesville Metropolitan Area, in particular, adjacent to the University of Florida.

The State of Florida and the Metropolitan Transportation Planning Organization have set fatalities and serious injuries targets at zero.

Attachments

t:\scott\sk21\mtpo\memo\fapa_award_mtpo_jun21.docx

EXHIBIT 1



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June 21, 2021

Chair Leadership Awards Jury
American Planning Association Florida Chapter
2017 Delta Boulevard, Suite 201
Tallahassee, FL 32303-4226

RE: Letter of Endorsement for American Planning Association Florida Chapter Award -
Outstanding Public Interest Group of the Year

Dear Chair Leadership Awards Jury:

At its June 21, 2021 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved submission of a letter of endorsement for the nomination of Gainesville Citizens for Active Transportation and Gators Against Student Pedestrian Deaths as recipients for the Outstanding Public Interest Group of the Year award.

Their collaboration produced the *#NotOneMore: A Call to Action for Pedestrian, Bicyclist & Motorist Transportation Safety in Gainesville and Alachua County* action plan. The grass roots efforts by the Gainesville Citizens for Active Transportation and Gators Against Student Pedestrian Deaths have facilitated implementation of several multimodal safety projects within the Gainesville Metropolitan Area, in particular, adjacent to the University of Florida.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appreciates their contributions towards achieving the State of Florida and the Metropolitan Transportation Planning Organization targets of zero fatalities and serious injuries.

Thank you for your consideration of the nomination of Gainesville Citizens for Active Transportation and Gators Against Student Pedestrian Deaths.

If you have any questions concerning this matter, please do not hesitate to contact Scott Koons, Executive Director, Metropolitan Transportation Planning Organization, at 352.955.2200, ext. 101.

Sincerely,

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

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EXHIBIT 2

2021 Leadership Awards Program [excerpt]

APA Florida is pleased to announce the opening of its 2021 Leadership Awards Program application cycle. The Planning Leadership Awards are the APA Florida Chapter's highest honors. This program provides APA Florida the opportunity to recognize outstanding individuals or organizations for their leadership on planning issues.

Complete award nominations must be submitted in electronic form by 5:00 p.m. June 23, 2021 EST. NOMINATION FORM IS AT THE BOTTOM OF THIS PAGE.

Leadership Awards Program Eligibility and Award Category Criteria

The Planning Leadership Awards are the APA Florida Chapter's highest honors which recognize individuals for their leadership on planning issues. After seeking input from the membership, Leadership Award candidates are nominated by the APA Florida Executive Committee which also serves as the Leadership Awards Jury. The 2021 APA Florida Leadership Awards will be presented during the Florida Planning Conference, August 31 – September 3, in Miami, Florida.

General Submission Information

Nominations must be submitted electronically to the APA Florida Chapter Office.

6. Outstanding Public Interest Group of the Year

Recognizes a volunteer citizen-based or non-profit group that has advanced or promoted the cause of planning in the public arena. Examples: Engaged citizen group demonstrating outstanding leadership in a community, region, or state; environmental or historic preservation group; or citizen activists or neighborhood leaders.

ELIGIBILITY: Group may not self-nominate and cannot earn their living primarily from the planning profession while engaged in the volunteer citizen-based or non-profit group activity. APA Florida membership is not required.

REVIEW CRITERIA:

Support of planning and planners. Illustrate how the nominee's work has increased the understanding of the planning issues. Indicate how the nominee has shown a clear understanding of, and support for, the role of planners in public life.

Effectiveness and results. Describe the extent that the nominee has been effective in formulating and implementing plans and ideas in support of good planning. Identify the level of influence and effectiveness achieved by the nominee within different segments of the community during the prior year.

Each award nomination must include the following:

1. **Summary of the entry** (max. 500 words)

Gainesville Citizens for Active Transportation (GCAT), working with the Gators against Student Pedestrian Deaths and #NotOneMoreFlorida, is deserving of recognition as Outstanding Public Interest Group of the Year. Their work resulted in an effective planning and advocacy effort to change the street design and traffic enforcement along a major State highway that is a boundary of the University of Florida campus. Following the tragic deaths of two UF coeds, a planning document was created (*#NotOneMore: A Call to Action for Pedestrian, Bicyclist & Motorist Transportation Safety in Gainesville and Alachua County*; GCAT/GASPD Working Group; January 26, 2021). This work formed the basis for a focused and continued public advocacy efforts by UF students, parents, and community members.

After detailing the extent of road dangers, the “*Call to Action*” detailed appropriate planning responses as immediate, medium-term, and long-term actions. The “Best Practices” section described complete streets, and urged redesign of University Avenue and 13th Street near UF as complete streets. Visuals from previous planning documents and research basis for context sensitive design solutions provide detail to the recommendations.

The GCAT group was active in local efforts prior to the recent urgency. GCAT is a citizen-led coalition advocating for active transportation in Gainesville, Florida and Alachua County. Their Vision is a community in which active transportation is a safe, viable, and attractive option for all. The group is a nonprofit social welfare organization formed to advocate for complete streets practices that promote cycling, walking, disability access, and transit through education and advocacy for a safe and convenient network of multi-use trails and streets. Active travel strengthens connections in neighborhoods, and enhances our community’s quality of life, health, environment, and economy. GCAT envisions a community in which active transportation is a viable and attractive option for all.

Prior to the pandemic GCAT meetings were held at Santa Fe College downtown campus, accessible via multiple travel modes. The group continues to advocate for safety improvements for corridors where data indicates the need for redesign and addition of pedestrian enhancements. They are vocal advocates utilizing social media (@GainesvilleCitizensforActiveTransportation) with almost 900 persons following posts, letters to the editor, and comments during public meetings.

Gators against Student Pedestrian Deaths formed in response to the roadway deaths in Dec. 2020 and January 2021, with emphasis “We need to find a solution to the problem on University Avenue #NotOneMore.” The Facebook group now includes 2.6K members including UF students, parents and community members. The use of social media allowed rapid communication of the planning goals and time-sensitive information, recognizing the critical path nature of planning work.

2. Description of how the entry meets the award category criteria (max. 1200 words)

The efforts of Gainesville Citizens for Active Transportation, working with the Gators against Student Pedestrian Deaths and #NotOneMoreFlorida, was instrumental in the planning work to address needed actions following the recent pedestrian tragedies near the University of Florida campus. While local planners from various agencies have created several planning documents with the goal of improving the multi-modal system, the focus on the issue that the *#NotOneMore: A Call to Action for Pedestrian, Bicyclist & Motorist Transportation Safety in Gainesville and Alachua County* created made the recent success possible.

As shown in the *#NotOneMore* Plan, the group led efforts for community mobilization for political action by including the contact information for FDOT officials, as well as the elected officials at all levels: Florida Senate, Florida House of Representatives, Florida Governor, US Congress (Senate and House), and Alachua County and City of Gainesville Commissioners. Several key officials at University of Florida were also included in the list of individuals to contact, and communication tips included personal stories about how families were impacted and concern for the safety of the entire community.

There was emphasis on a unified voice to effect change. These ‘asks’ were prioritized:

- 1.) Reducing speed limits on University Avenue and 13th St. to 20 mph and on all roads in the Gainesville MTPO area to a maximum of 35 mph.
- 2.) Increasing enforcement of traffic violations
- 3.) Redesigning University Avenue and 13th Street as Complete Streets and slower design speeds with traffic calming infrastructure like narrower lanes and speed tables
- 4.) Adopting and implementing Vision Zero policies in Gainesville/Alachua County and State wide

On Wednesday, June 2, the Florida Department of Transportation (FDOT) met with its community partners to discuss recently completed and planned safety improvement projects on West University Avenue (State Road 26) in Gainesville. As new safety measures continue to be implemented, FDOT will continue sharing status updates with the public.

Recent and upcoming work highlighted during the meeting included:

Lowering the speed limit on West University Avenue to 25 mph. This took place on May 24, following the installation of temporary speed tables earlier in May and an engineering and speed analysis of all safety improvements made on the roadway.

Implementation of enhanced pedestrian signals on West University Avenue. FDOT began installation of passive pedestrian detection, illuminated push buttons, and audible pedestrian signals at various locations at the end of May. This project is expected to be completed in the coming weeks.

FDOT continues to develop plans to signalize the intersections of NW 16th Avenue and NW 19th Avenue. This will create “short blocks” and create additional traffic signals to slow speeds of motorists traveling the roadway.

FDOT continues to work with the City of Gainesville and the University of Florida on their engineering projects near West University Avenue that will enhance safety for pedestrians, bicyclists, and motorists.

Recent news articles are evidence of some of the results to date of their efforts.

<https://www.gainesville.com/story/news/local/2021/05/24/speed-limit-lowered-25-mph-west-university-avenue-fatalities-fdot/7418578002/?fbclid=IwAR3ITdBE9dA93NoYt9NWKDh3tsxSJVPdzDxh-4MSn3Cm8R5-mxko6slshbg>

<https://www.gainesville.com/story/news/traffic/2021/01/20/gainesville-police-announce-new-traffic-enforcement-push-near-campus-after-university-florida-studen/4240891001/>

<https://crossinggainesville.alligator.org/?fbclid=IwAR3BaTxcuKJeUfk7YszdvoY4ARzMBYLMcxX0JLJeAye0fNSlaKpzDAkA57M>

Excerpts are included here to illustrate how the group impacted the discussion on redesign-

After years of student deaths on University Avenue — most recently the deaths of UF students Sophia Lambert and Maggie Paxton — the road may finally see reform after community cries caught the attention of city, county, UF and state officials.

Following the crashes, organizations like Florida Not One More and Gators Against Student Pedestrian Deaths quickly made phone calls and flooded UF and the Florida Department of Transportation with emails asking for speed limit reductions, pedestrian barriers and clear signage to ensure pedestrian safety.

‘What Makes University Avenue Dangerous’

Local politicians, design experts and national city planners point to the road’s speedy design as the culprit behind its danger.

Chris Furlow, the president of Gainesville Citizens for Active Pedestrian, believes University Avenue treats pedestrians as obstacles to cars moving across town as quickly as possible.

A road’s design can prioritize drivers over pedestrians and give drivers cues to slow down, speed up or pay attention, Furlow said. More and wider lanes tell drivers it’s okay to go fast. University Avenue’s wide 11-foot lanes give drivers those cues to speed without concern.

A lack of cues to slow down and be aware like raised crosswalks, roundabouts and speed tables — wide, flattop speedbumps — tells drivers they don’t have to pay attention.

Something as subtle as roadside parking and median trees can give drivers unconscious cues to slow down. The more that is blocking drivers' views, the more likely they are to slow for what they can't see, Furlow said.

He described high-speed highways like University Avenue as "death by design."

"They assume there won't be a lot of pedestrian traffic or people on bikes," Furlow said. "The state roads are the biggest safety problem right now in Gainesville."

3. **Optional Letters of support**

- Up to three (3) one-page letters of support.
- Letters should be addressed to: **Chairman Leadership Awards Jury**.
- Letter(s) should offer support for the value of the nominated effort.
- Letter(s) may not be written by the nominator of the submission or by the nominated individual or group.
- Comments from APA Florida sections, members, and other stakeholders involved with the subject of the nomination are encouraged.

**#NotOneMore:
A Call to Action for Pedestrian, Bicyclist &
Motorist Transportation Safety in Gainesville
and Alachua County**

GCAT/GASPD Working Group

January 26, 2021

MEMBERS:

GCAT:

Chris Furlow, Kristen Young, Bob Karp, Warren Nielsen, Ewen Thomson, Jon Reiskind, Walt Barry

Contact info: Chris Furlow, GCAT President

Email: cafjam@aol.com

Mobile: 352-213-9860

GASPD:

Ann Pasquale-Wise, Amy Grass-Gilmore



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Executive Summary

- The recent pedestrian and cyclist deaths and serious injuries in Gainesville are not a new phenomenon. Studies have shown Gainesville and, in particular, the roads around the University of Florida are known 'hot spots' for crashes
- Thousands of Alachua County residents have joined with parents, students, faculty, and staff from the University of Florida and Santa Fe College to form Gators Against Student Pedestrian Deaths (GASPD) to call for immediate action to save lives in partnership with Gainesville Citizens for Active Transportation (GCAT) a local advocacy group for transportation safety
- Urgent action is needed to improve bike/ped safety in Gainesville. The State of Florida, City of Gainesville, Alachua County, and the University of Florida MUST work together in order to make progress
- The most dangerous roads in Alachua County for ALL users are State-owned roads and the State of Florida and FDOT MUST step-up in order to make real progress on transportation safety
- The report identifies and recommends significant changes that will improve the safety of ALL road users and particularly the most vulnerable users: pedestrians and bicyclists
- Recommended changes are divided by controlling authority (City, County, State, and University) and by the time-scale needed to implement changes
- Immediate changes to improve safety primarily involve enforcement of traffic laws particularly speeding, distracted driving, and DUI
- All medium- and long-term changes require State of Florida/FDOT approval or the willingness of the State to turn Sections of University Avenue and 13th Street over to the City of Gainesville
- Long-term, University Avenue and 13th Street MUST be converted into COMPLETE STREETS designed for the safety of ALL corridor users, a process that will take years and millions of dollars, for sustained safety improvements
- The cost of not taking action is most significantly the lives that could have been saved, the injuries that could have been prevented, and the families who are no longer whole. However, even if our families are never directly impacted by lost lives and injuries, we ALL pay for inaction by the costs caused by crashes. The cost of inaction is far greater than the cost of taking action

I. Recent Deaths and Injuries are NOT a Surprise

The recent pedestrian and bicyclist deaths and injuries are not new and should surprise no one. West University Avenue, 13th Street, 34th Street, and Archer Road, all adjacent to the University of Florida, and Waldo/Williston Road in East Gainesville are known 'hot spots' for bike/ped crashes and fatalities.

Each year the City of Gainesville publishes a *Bike/Ped Crash Report* that quantifies all crashes involving bicyclists and pedestrians within the city limits that are not on private property or the University of Florida. And each year the *Report* documents the 100+ crashes that take place each year in Gainesville.

The *Bike/Ped Crash Report* identifies the most dangerous roadways and intersections, and each year the same roadways and intersections feature prominently: West University Avenue, 13th Street, Waldo/Williston Road, 34th Street, and Archer Road. West University Avenue between Gale Lemerand Drive and 13th Street always tops the list.

Similarly, Alachua County compiles the *Alachua County Crash Statistics Report* detailing all crashes including Bike/Ped crashes that identifies the same roadways and intersections as the most dangerous for people riding bicycles and walking. A total of 160-200 crashes occur annually in Alachua County with approximately 25% of bike/ped crashes outside the City of Gainesville. Again, the roadways controlled by the State of Florida/FDOT always top the list of the deadliest roadways in Alachua County.

Further evidence demonstrating that these deadly roadways were well-known includes a 2017 study identifying the 35 most dangerous locations for bicycle crashes in the State of Florida. Of the 35 locations, four of the locations are in Gainesville on West University Avenue and 13th Street near the University of Florida! Furthermore, EVERY location in FDOT District 2 are located in Gainesville!¹

Similarly, the 2015 University Avenue Corridor Study identified numerous areas of concern for bicycle and pedestrian safety along University Avenue.²

¹ <https://www.gainesville.com/news/20170704/study-of-bicycle-crashes-in-florida-finds-clusters-of-danger>

² http://www.ncfrpc.org/mtpo/publications/UnivAveMultimodel/SR26_Phase_2_Report_final_submittal.pdf?fbclid=IwAR3Tnr3No5U0RhAXVI5BimtooQTUE4apWT89x26DRIAUCuVBrKMoQz6jrAQ

II. GASPD and GCAT

Thousands of Alachua County residents, parents, students, faculty, and staff from the University of Florida and Santa Fe College have joined together to form Gators Against Student Pedestrian Deaths (GASPD) to call for immediate action to save lives in partnership with Gainesville Citizens for Active Transportation (GCAT) a local advocacy group for transportation safety.

GASPD was formed on the evening of Monday, January 18th, 2021, in response to the recent deaths of University of Florida students on West University Avenue and has grown to more than 2,200 members in less than a week.³

GCAT formed in 2013 as a citizen-led educational and advocacy not-for-profit to address the urgent need for safer active transportation in Gainesville and Alachua County. GCAT's vision is a community in which active transportation is a safe, viable, and attractive option for all.

III. Recent Deaths

Our heart goes out to the families who have lost loved ones and had loved ones injured. The recent tragic deaths of Sophia Lambert and Margaret Paxton⁴ were the impetus for recent calls to take action and inspired the formation of GASPD and the current movement to increase transportation safety.

GCAT is committed to a Day of Remembrance and creating a Memorial to Sophia, Maggie and all the people killed while walking and cycling in Gainesville/Alachua County so that our community never forgets the lives of everyone cut short.⁵



³ Special thanks to UF Parents Ann Pasquale-Wise, Amy Grass-Gilmore, Kristin Goos Slinkosky, Lisa Helland Hammer, Lisa Painter Paxton who were instrumental in founding GASPD.

⁴ Photos used with permission of the parents of Sophia and Maggie.

⁵ GCAT and GASPD will announce how to send remembrances and information on our Facebook pages.

IV. Appropriate Responses

All the roads that surround the University of Florida, including University Avenue, 13th Street, 34th Street, and Archer Road, are controlled by the State of Florida Department of Transportation (FDOT). The City of Gainesville, Alachua County, and the University of Florida have no direct say over the design, operation, or maintenance of these roads beyond enforcement, education, and lobbying. For example, only FDOT can change the speed limit, alter the road design, add warning lights, improve crosswalks, and alter sidewalks in any way.

A. Immediate Actions⁶

The City, County, UF, and FDOT can take a number of direct actions in the short-term.

- 1) More enforcement by GPD, ASO, and UPD of:
 - a) speed limit and other traffic violations
 - b) texting laws
 - c) no hand-held devices law
 - d) DUI infractions
- 2) Immediate installation of Speed Indicator signs along University Avenue and other streets adjacent to the University of Florida
- 3) Immediate engineering/evaluation using principles of Vision Zero of all bike/ped crashes in the last 10 years resulting in deaths or serious injuries beginning with most recent crashes
- 4) Request an urgent meeting with FDOT to review 2015 multimodal corridor study and suggestions from stakeholders as well as dangerous intersections along State roads in Gainesville and Alachua County

⁶ The Gainesville City Commission acted on most of these proposals at their January 21, 2021 meeting.

5) Request that GCAT/GASPD be part of City of Gainesville's Task Force (creation and funding were requested by a commissioner during January 21, 2021 evening meeting)⁷

6) Initiate Education program focusing on dangers of speeding, distracted driving, and DUI targeted at Gainesville citizens and UF and SFC students. Partner with existing organizations like Families for Safe Streets, MADD, and SADD that have educational materials ready as appropriate to speed this along

B. Medium-term (1-12 months)

There are additional actions that should be taken over the medium-term (1-12 months) in collaboration with FDOT.

1) Reduce speed limits to 20 mph on:

- a) W. University Avenue from NW 23rd St to NW 10th St
- b) 13th St from NW 5th Av to DNA Bridge
- c) Additional locations where appropriate

2) Full implementation of Vision Zero policies with funding

3) Increase visibility of crosswalks through lighting, signage, and markings

4) Add marked, signalized, and possibly raised crosswalks at:

- a) W. University Avenue and Newell Dr.
- b) W. University Avenue and NW 16th St
- c) W. University Avenue between NW 22nd Street and NW 34th Street

⁷ The Gainesville City Commission met on January 21, 2021 and passed the following 7-point resolution (please refer to Commission materials for exact details): 1. Introduction of STEP program for increased enforcement as well as increased lighting along Waldo Rd and changes to Williston Rd; 2. Consider closing 100 and 200 blocks of NW 17th St to car and truck traffic other than deliveries and closing Buckman Rd to University Avenue traffic; 3. Direct the City Manager to ask FDOT to turn over responsibility of SR 26 from E. 15th St to W 22nd St AND US 441 from N 16th Ave to S 16th Ave. The City Manager will also be empowered to approach UF about major funding assistance for redesign, planning and maintenance of these streets; 4. Empower the City Manager and staff to make changes within their authority regarding transportation safety and to bring to the city ideas that fall outside their authority, and to be aggressive about both; 5. Direct the City Manager to work with the communications department to create and enact a transportation safety program for our community; 6. Draft a resolution to the Florida League of Cities Transportation Committee; 7. Direct staff to add this to our top priorities with state lobbyists to create a statewide coalition on this issues. Either separately or part of item 7, a commissioner suggested the city hire a lobbyist.

- 5) Add bike boxes at all intersections with bike lanes that connect to UF campus
- 6) Add cement bollards on corners of sidewalks pedestrian intersections along W. University Avenue and 13th Street if allowed by ADA
- 7) Add speed tables at major intersections along W. University Avenue and 13th Street⁸
- 8) Narrow travel lanes to a maximum of 11 feet and consider lanes as narrow as 10 feet to calm traffic
- 9) Plan a Day of Remembrance for victims of traffic crashes and a Memorial
- 10) Evaluate other crash “hot spots” for possible safety improvements
- 11) Review left turn lanes onto Buckman DR and Fletcher DR for possible removal. Left on green arrow only.
- 12) Improve design of Williston Rd/rail trail crossing (raised speed table design preferred)

c. Long-term (12 months+):

Redesigning University Avenue and 13th Street as “Complete Streets” is the best long-term solution to decreasing bicycle and pedestrian deaths along these corridors. Given the need for FDOT cooperation and millions of dollars of funding, this will likely take years to implement.

- 1) Implement Complete Street Designs and lower speed limits to:
 - a) University Ave
 - b) 13th St
- 2) If needed, shift road ownership from State of Florida to City of Gainesville with funding from State, County, and UF
- 3) Construct segregated cycle-tracks along University Avenue as recommended in the 2015 University Avenue multimodal emphasis corridor study
- 4) Add additional pedestrian-scale lighting

⁸ <https://www.ite.org/pub/?id=2c8edbf%2D0c48%2Db1f3%2Dc506%2D9e8e72dd3992>

V. Best Practices

The US Department of Transportation defines “Complete Streets” as:

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.⁹

Clearly, University Avenue, 13th Street, and other roads around the University of Florida are not complete streets. These corridors were designed as state highways to move motor vehicles through Gainesville as quickly and efficiently as possible. Speed limits are high and bike/ped facilities are limited despite much of the corridors traveling through urban centers filled with people traveling by bicycle and on foot. 19% of people traveling to/from UF campus do so on foot. And 10% of people traveling to/from UF campus do so by bike according to UF transportation data. Gainesville-wide, 19% of people use active transportation to commute to work.¹⁰

FDOT has shifted towards context-sensitive road design and complete streets implementation.¹¹ FDOT needs to redesign University Avenue and 13th Street as Complete Streets. This would involve:

- 1) Adding bicycle facilities
- 2) Enhanced pedestrian safety measures like additional and safer crosswalks and safer sidewalks
- 3) Transit enhancements where appropriate

Many plans already exist for University Avenue in the 2015 University Avenue Multimodal Report (see Footnote 2).

⁹ <https://www.transportation.gov/mission/health/complete-streets>

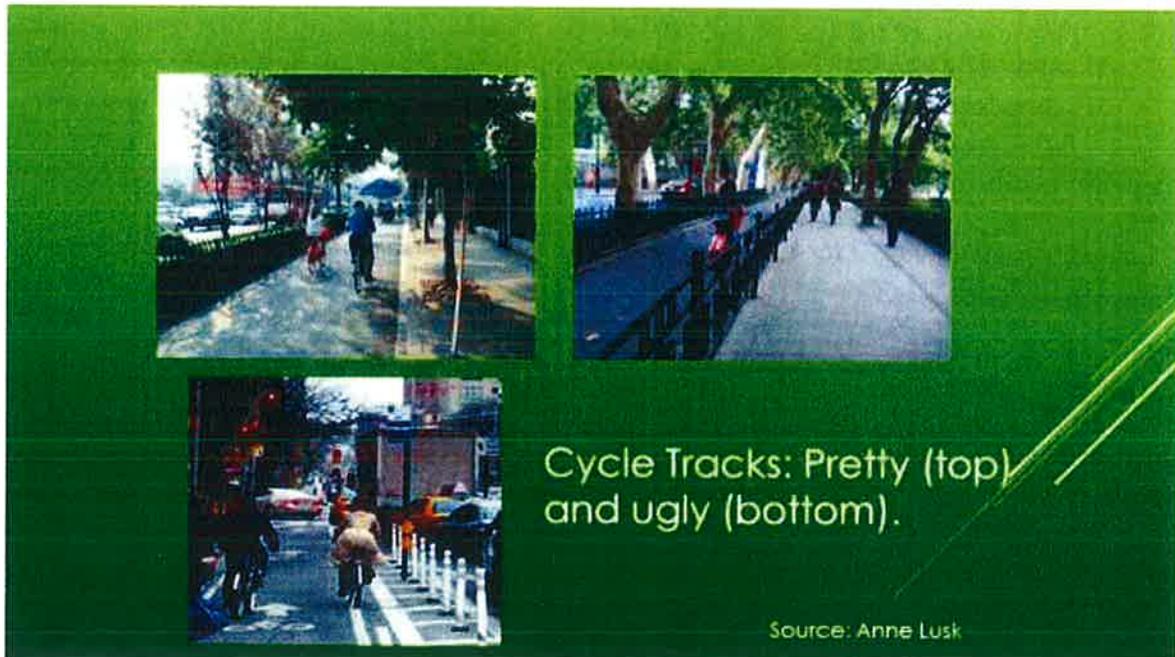
¹⁰ Data from UF transportation report and US Census data.

¹¹ https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-completestreets-brochure.pdf?sfvrsn=b7c1dd93_4



Figure 1.7 Conceptual Rendering of Potential Option for New Pedestrian/Bikeway Corridor

Above is a rendering of one option for a new University Avenue from the 2015 Report designed with people on bicycles and on foot taken into consideration. The sidewalk has been widened and a two-way cycle-track is separated from pedestrians by a landscaped median and from motor vehicle traffic. Below are cycle-tracks that exist in other cities.



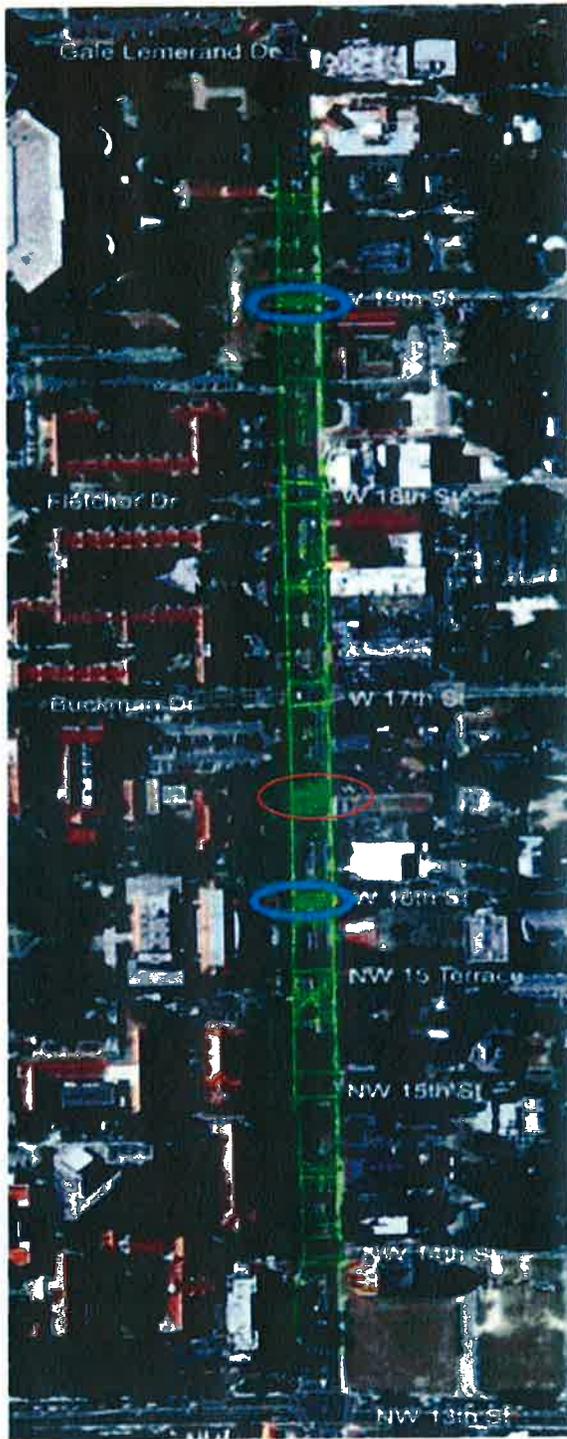


Figure 19 Pedestrian Crossing Map of SR 26 from 14th Street W to Gale Lemerand Dr

Research shows that simply adding bicycle facilities to a corridor does not make it inherently safe or desirable to ride a bike. Context matters and on arterial roadways like University Avenue and 13th Street, research shows that segregated bicycle facilities like the cycle-tracks above are the safest, most desirable, and offer the highest return on investment. Indeed, a well-designed network of context appropriate bicycle facilities can offer returns 24 times the actual investment and increase bicycle mode-share to approximately 43% of all trips.¹²

More than 2,000 people walk across University Avenue on a typical day and numbers will continue to rise as new mid-rise apartments replace low-rise apartments and businesses in Midtown north of University Avenue. To the left is a pedestrian heat map from the 2015 Corridor Report. The brighter and wider the green lines, the more people walked in that location. The two blue ovals indicate intersections where consultants suggested signalized pedestrian crosswalks be added.

We concur with the study. However, we also suggest a third crosswalk gets added where we added an orange oval above the lower blue oval which is the intersection of a bike/ped/scooter multi-use path just west of Library West. In addition, at least one and probably two additional marked and signalized crosswalks should be added between the lights at NW 22nd Street and NW 34th Street. It is inconceivable that there are no signalized

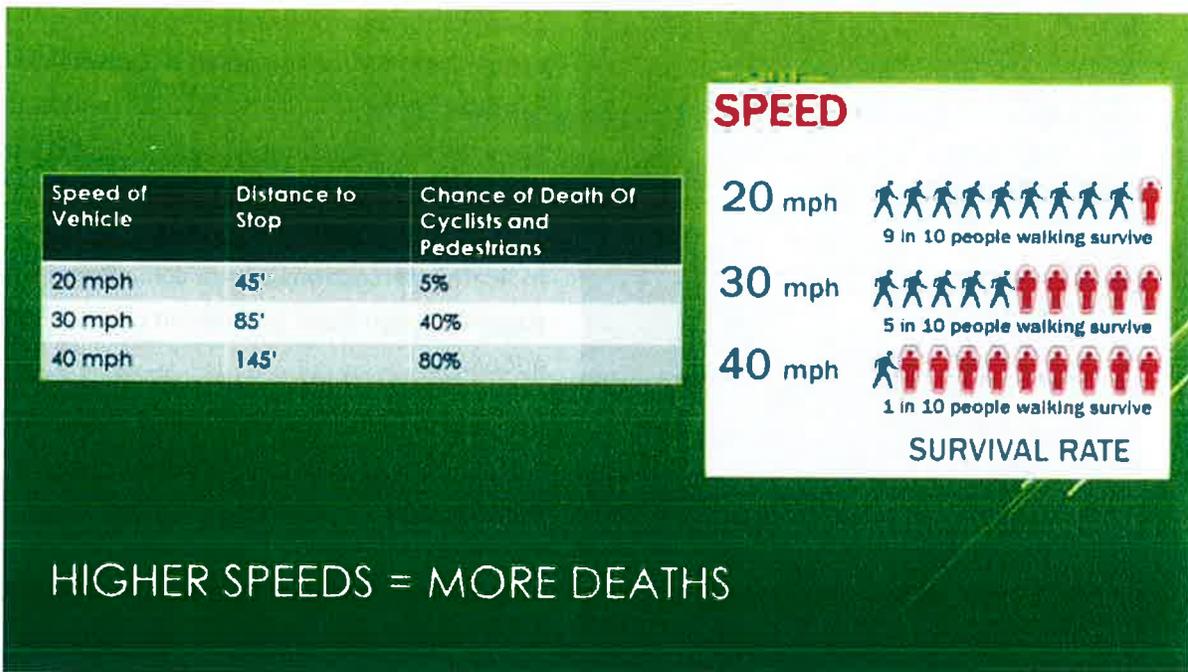
¹² <https://ehp.niehs.nih.gov/doi/10.1289/ehp.1307250>

crosswalks on this curvy, downhill section of University Avenue for approximately one mile with an indicated speed limit of 35 mph that is largely ignored.

Finally, speed matters for safety and designing roads for the speeds intended makes them safer for all users. A pedestrian or bicyclist hit by a driver operating their vehicle at 40 mph has a 80-90% chance of death while a pedestrian or bicyclist hit by a driver operating their vehicle at 20 mph has a 90-95% chance of surviving and many crashes can be avoided because it takes much less time and distance to stop traveling at slower speeds.

We suggest a 20 mph speed limit should be in place on University Avenue from NW 23rd Street to NW 10 Street and on 13th Street from the DNA bridge to NW 5th Street. Posting new speed limits is not enough. The roads must be fundamentally redesigned with a lower design speed or drivers will continue to speed. Narrow travel lanes are critical. We recommend a maximum width of 11 feet on all arterials with lanes as narrow as 10 feet if space is needed for safer bike/ped facilities.

We also suggest a maximum speed limit of 35 mph on ALL roads within the urban boundaries defined by the MTPO limits.



We also recommend Gainesville rescind its prohibition against speed tables and install speed tables at major intersections in the proposed 20 mph zones of University Avenue and 13th Street.

VI. Cost of Not Taking Action

The cost of not taking action is most significantly the lives that could have been saved, the injuries that could have been prevented, and the families who are no longer whole. However, even if our families are never directly impacted by lost lives and injuries, we ALL pay for inaction by the costs caused by crashes. The cost of inaction is far greater than the cost of taking action.

Crashes with fatalities and injuries are extremely expensive and are paid for by all of us through higher insurance premiums, higher taxes to pay for emergency services, increased road congestion, and other costs. Between 2012 and 2014 more than **17,000** car crashes occurred in Alachua County including more than **6,000** crashes with injuries and **86** crashes with fatalities.

Year	Injury Crashes	Fatal Crashes	Total Crashes
2012	2086	29	5903
2013	2080	30	6012
2014	1858	27	5340
Total	6024	86	17255




Each year there are approximately 6,000 traffic crashes in Alachua County resulting in approximately 25-40 deaths. About 2,000 crashes also result in injuries. 20-25% of fatalities are people walking or riding bicycles, a far greater percentage than the 3% of crashes that involve people walking or riding bicycles.

We ALL pay either directly (involved in crashes) or indirectly (increased health and auto insurance, increased taxes for first responders, productivity losses, and increased traffic congestion, etc.)

Few realize the extent of the true costs of traffic crashes. The figure below presents the costs of crashes between 2012 and 2014. In Alachua County, the cost of crashes was nearly \$1.3 billion! And the cost of crashes involving people walking and riding bicycles was \$158 million!

The cost of investing in best-practice changes will save lives and hundreds of millions of dollars.

Based on the average costs of crashes involving injuries and fatalities, the cost of crashes in our area over these three years was **\$1,275,000,000!** And the cost for crashes involving people riding bikes and walking was **\$158 million!**



Year	Cost of Injury Crashes	Cost of Fatal Crashes	Total
2012	\$263 million	\$174 million	\$437 million
2013	\$262 million	\$180 million	\$442 million
2014	\$234 million	\$162 million	\$396 million
Total	\$759 million	\$516 million	\$1,275 million

Note: Figures are rounded to nearest million in 2009 dollars. Costs based on AAA average costs for injury-only and fatal crashes.

VII. Addressing Specific Suggestions and Concerns of GASPD Members

GCAT is proud to stand with GASPD and work with their members to press for increased safety for all corridor users around the University of Florida. We understand and share your frustrations at what seems like a slow response and your demands for action now. We want to address some of the suggestions parents have made and note some related issues that may have been overlooked. Let me be clear that GCAT does not have an urban planner or civil engineer on staff. We do, however, have a great deal of experience researching best practices for bike/ped safety and we do have volunteers with these skills and credentials who often provide expertise.

A. Barriers

Many parents have demanded cement barriers be installed at least temporarily along University Avenue. Barriers are useful road-building tools in contexts where you want vehicles to stay on the roadway. At first glance, University Avenue seems to fit that description. None of

us wants vehicles leaving the road and killing pedestrians or bicyclists on the sidewalk as happened January 16th and several years ago to people waiting at a bus stop.

However, the use of barriers is not recommended for use outside of high speed highways like Interstate and other limited access highways except in very limited contexts like construction zones and bridges where there are limited refuge areas for pedestrians.¹³ It is important to note that nearly all pedestrian deaths occur while pedestrians are crossing the street and not while standing or walking on the sidewalk. Barriers along the sidewalk do not protect pedestrians crossing the road. In fact, barriers can increase the dangers for pedestrians crossing the road by encouraging drivers to speed. Drivers are more comfortable driving faster on roads with barriers in place because it is unlikely that a person will step out in front of their vehicle if they must jump over a barrier.

It is also unclear whether barriers along the sidewalk would have protected the innocent victims in either of these cases either fully or even partly because barriers would NOT be placed in front of crosswalks or bus stops because people need direct access to the road in both these contexts. In most cases, curbs are designed to function similarly to a barrier and vehicles will be redirected back into the roadway if they are traveling at moderate speeds and do not hit the curb at a sharp angle.

Barriers could possibly be beneficial if used in one of three ways along University Avenue. First, a low barrier like in the image from the 2015 corridor report could reduce the chance of vehicles traveling at high speeds or leaving the roadway at sharp angles from hitting people on the sidewalk while not encouraging drivers to speed because some people will step over the low barrier and cross the street or walk along the road. Second, if a protected bike lane/cycle-track is installed adjacent to the road rather than beyond the sidewalk with a low barrier or planters in place that would increase safety without increasing speeding. Third, the only immediate context in which GCAT might support a barrier is if the outside lanes of University Avenue were converted into temporary cycle-tracks which would reduce traffic to one-lane in each direction thus slowing traffic considerably. In any of these usages, we recommend having professional urban planners and engineers evaluate the safety of each option. In addition, bollards should be investigated to see if they are appropriate interventions at some intersections.

B. Overpass/Underpass

A second suggestion made by members of GASPD is construction of one or more overpasses or underpasses. Either of these options could potentially increase safety if installed properly and used. However, they are extremely expensive and often avoided if at-grade crossings are

¹³ <https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/17.htm>

equally fast or faster which they would be along University Avenue. For example, there is an underpass and an overpass across 13th Street. Both are used but just as many or more people choose to cross 13th Street using at-grade crosswalks if it is more convenient for where they are headed. At least three and probably five overpasses or underpasses would be needed along University Avenue with each costing \$1-5 million. It is much faster, cheaper, and easier and just as safe if not safer to use that money to build a Complete Street by installing enhanced crosswalks and/or speed tables at intersections and adding bike facilities.¹⁴

C. Increased Density

Another concern expressed by GASPD members has been that increased density due to construction of mid-rise and high-rise apartments is creating more traffic and making the area more dangerous for pedestrians and bicyclists. There is extensive research that clearly demonstrates that higher density areas are safer for pedestrians and bicyclists. This may seem counter-intuitive, however, when only a few people walk or ride bicycles in an area, drivers do not look for them at intersections or when making turns. Whereas in areas where lots of people walk and ride bicycles, drivers stop and look for them at intersections and when making turns. Drivers also speed less when there are lots of people on the street who are not in vehicles.

VIII. Conclusion

The recent pedestrian and cyclist deaths and serious injuries in Gainesville are not a new phenomenon. Studies have shown Gainesville and, in particular, the roads around the University of Florida are known 'hot spots'. Urgent action is needed to improve bike/ped safety in Gainesville. The State of Florida, City of Gainesville, Alachua County, and the University of Florida MUST work together in order to make progress.

Thousands of Alachua County residents have joined with parents, students, faculty, and staff from the University of Florida and Santa Fe College to form Gators Against Student Pedestrian Deaths (GASPD) to call for immediate action to save lives in partnership with Gainesville Citizens for Active Transportation (GCAT) a local advocacy group for transportation safety.

The most dangerous roads in Alachua County for ALL users are State-owned roads and the State of Florida and FDOT MUST step-up in order to make real progress on transportation safety.

The report identifies and recommends significant changes that will improve the safety of ALL road users and particularly the most vulnerable users: pedestrians and bicyclists.

¹⁴ http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=10

Recommended changes are divided by controlling authority (City, County, State, and University) and by the time-scale needed to implement changes.

Immediate changes to improve safety primarily involve enforcement of traffic laws particularly speeding, distracted driving, and DUI. All medium- and long-term changes require State of Florida/FDOT approval or the willingness of the State to turn Sections of University Avenue and 13th Street over to the City of Gainesville.

Long-term, University Avenue and 13th Street MUST be converted into COMPLETE STREETS designed for the safety of ALL corridor users, a process that will take years and millions of dollars, for sustained safety improvements. And we must not ignore other dangerous state roads like Waldo Road and Williston Road.

The cost of not taking action is most significantly the lives that could have been saved, the injuries that could have been prevented, and the families who are no longer whole. However, even if our families are never directly impacted by lost lives and injuries, we ALL pay for inaction by the costs caused by crashes. The cost of inaction is far greater than the cost of taking action.

If you want to help GCAT and GASPD, please join us on Facebook and read the following section to learn specific steps you can take.

IX. Take Action Now

One of the questions we receive the most is: “What can I do to help?” For so many of you who feel like you have no ability to make Gainesville safer, the answer may surprise you. GASPD started from one parent, Lisa Hammer, reaching out to GCAT asking what she could do. Within a couple hours, 20+ parents who also wanted to know what they could do were in a Zoom meeting with the GCAT board and City Commissioner Harvey Ward. GASPD was formed on Facebook an hour after the meeting and now serves as a focal point and resource for sharing information and ideas on how to make Gainesville a safer place. Please join the GCAT and GASPD Facebook groups to stay informed and learn about urgent Calls to Action to help make change.

You can help us do amazing things with your advocacy! GCAT has been working since 2013 for safer transportation in Gainesville/Alachua County and GCAT has had many successes. However, FDOT has always been the place we struggled. **Your advocacy through emails, phone calls, and letters to the editors have made change possible.**

So how can you help? Keep the pressure going. Transportation projects take time and millions of dollars and city, county, state, federal, and UF officials need to know how much you care about safety on Gainesville roads.

The City of Gainesville and the Alachua County Commissions are strongly supportive of improving safety. FDOT and the State of Florida must approve any changes and provide funding. The University of Florida also has a role to play because they control the area outside of road Right of Ways on the UF side. **The most important officials to contact now are:**

- 1) FDOT, especially District 2
- 2) Florida State Representatives and Senators (contact those who represent your area as well as the Gainesville area if you live outside Gainesville)
- 3) US Representatives and Senators (contact those who represent your area as well as the Gainesville area if you live outside Gainesville)
- 4) Florida Governor Ron DeSantis
- 5) University of Florida President Kent Fuchs

A. Communication Tips

Personal stories are extremely powerful. Tell your story if you and your family have been impacted by traffic crashes. If you have not been directly impacted and are worried for the safety of yourself and/or family members let officials know that.

It is important to present a **unified voice** if we want officials to take action. We encourage you to ask for the changes outlined in this report. We recommend asking for the following changes if you want to make specific demands:

- 1) Reducing speed limits on University Avenue and 13th Street to 20 mph and on all roads in the Gainesville MTPO area to a maximum of 35 mph
- 2) Increasing enforcement of traffic violations
- 3) Redesigning University Avenue and 13th Street as Complete Streets and slower design speeds with traffic calming infrastructure like narrower lanes and speed tables
- 4) Adopting and implementing Vision Zero policies in Gainesville/Alachua County and State-wide

B. Contact Information

Facebook group: [Gators Against Student Pedestrian Deaths](#)

Facebook page: [Gainesville Citizens for Active Transportation - GCAT](#)

Instagram: [gcat_gainesville](#)

Sign this General Petition: <https://bit.ly/3p0QFse>

Florida Department of Transportation

Kevin Thibault, Secretary of Transportation: Kevin.Thibault@dot.state.fl.us

Greg Evans, DOT Secretary over District 2 for Alachua County greg.evans@dot.state.fl.us

Florida Senate

Find your Senator: <https://www.flsenate.gov/about/contact>

District 8: Keith Perry
perry.keith@flsenate.gov
(850) 487-5008
(352) 264-4040
4650 NW 39th Pl. Gainesville, 32605

Florida House of Representatives

Find your Representative: <https://myfloridahouse.gov/>

District 10: Chuck Brannan
chuck.brannan@myfloridahouse.gov
(850) 717-5010
(386) 719-4600
678 SE Baya Drive, Lake City, 32025

District 20: [Yvonne Hayes Hinson](#)
Suite 202
2815 Northwest 13th Street
Gainesville, FL 32609-2865
(352) 264-4001

Twitter: @YvonneHinsonFL
Personal Email: yvonneforhd20@gmail.com

District 21: Charles Wesley "Chuck" Clemons, Sr.
Chuck.Clemons@myfloridahouse.gov
(850)717-5021
(352) 313-6542
105 SW 140th Court, Jonesville, 32669

Florida Governor

Ron DeSantis: GovernorRon.Desantis@eog.myflorida.com

U.S. Congress

Senate

Senator Marco Rubio
www.rubio.senate.gov
(202) 224-3041
284 Russell Senate Office Building
Washington D.C., 20510

Senator Rick Scott
www.rickscott.senate.gov
(202) 224-5247
(850) 942-8415
716 Senate Hart Office Building
Washington D.C., 20510

House of Representatives

Representative Kat Cammack
www.cammack.house.gov
(202) 225-5744
(352) 505-0838
1626 Longworth House Office Building
Washington, DC 20515

University of Florida:

UF President Kent Fuchs: kent.fuchs@ufl.edu

Charlie Lane, Sr VP and COO: <https://coo.ufl.edu/about/contact/>

Mark Kaplan, VP of Government and Community Relations: <https://gcr.ufl.edu/about-us/>

Heather White, Assoc VP and Dean of Students: <https://dso.ufl.edu/about/welcome/>

Alachua County/Gainesville elected officials:

Gainesville Mayor:

Lauren Poe: info@laurenformayor.com or poelb@cityofgainesville.org
352-334-5016

Gainesville City Commission

Entire Commission: citycomm@cityofgainesville.org

Commissioner at Large 1: Gail Johnson johnsong1@cityofgainesville.org

Commissioner at Large 2: Reina Saco sacore@cityofgainesville.org

Commissioner District 1: Gigi Simmons simmonsgg@cityofgainesville.org

Commissioner District 2: Harvey Ward, Jr. wardhl@cityofgainesville.org

Commissioner District 3: David Arreola arreoladi@cityofgainesville.org

Commissioner District 4: Adrian Hayes-Santos hayessantosa@cityofgainesville.org

Alachua County Commission

352-264-6900

12 SE 1st Street, 32601

Entire Commission: bocc@alachuacounty.us

District 1: Mary Alford malford@alachuacounty.us

District 2: Marihelen Wheeler mwheeler@alachuacounty.us

District 3: Anna Prizzia aprizzia@alachuacounty.us

District 4: Ken Cornell kcornell@alachuacounty.us

District 5: Charles S. "Chuck" Chestnut, IV cschestnut@alachuacounty.us



June 14, 2021

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 Reappointment

RECOMMENDATION

Reappoint James East as the voting Citizen Advocate Representative on the Alachua County Transportation Disadvantaged Coordinating Board for a three-year term ending June 30, 2024.

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 term of appointment for James East will expire on June 30, 2021. Mr. East has agreed to serve an additional three-year term on the Board.

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



CA.11

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June 14, 2021

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 Appointment

RECOMMENDATION

Appoint Erica Barnard as the voting Local Medical Community Representative on the Alachua County Transportation Disadvantaged Coordinating Board for the remainder of a two term ending June 30, 2022.

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. Erica Barnard has applied to be appointed as the Local Medical Community Representative on the Alachua County Transportation Disadvantaged Coordinating Board.

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

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June 14, 2021

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.

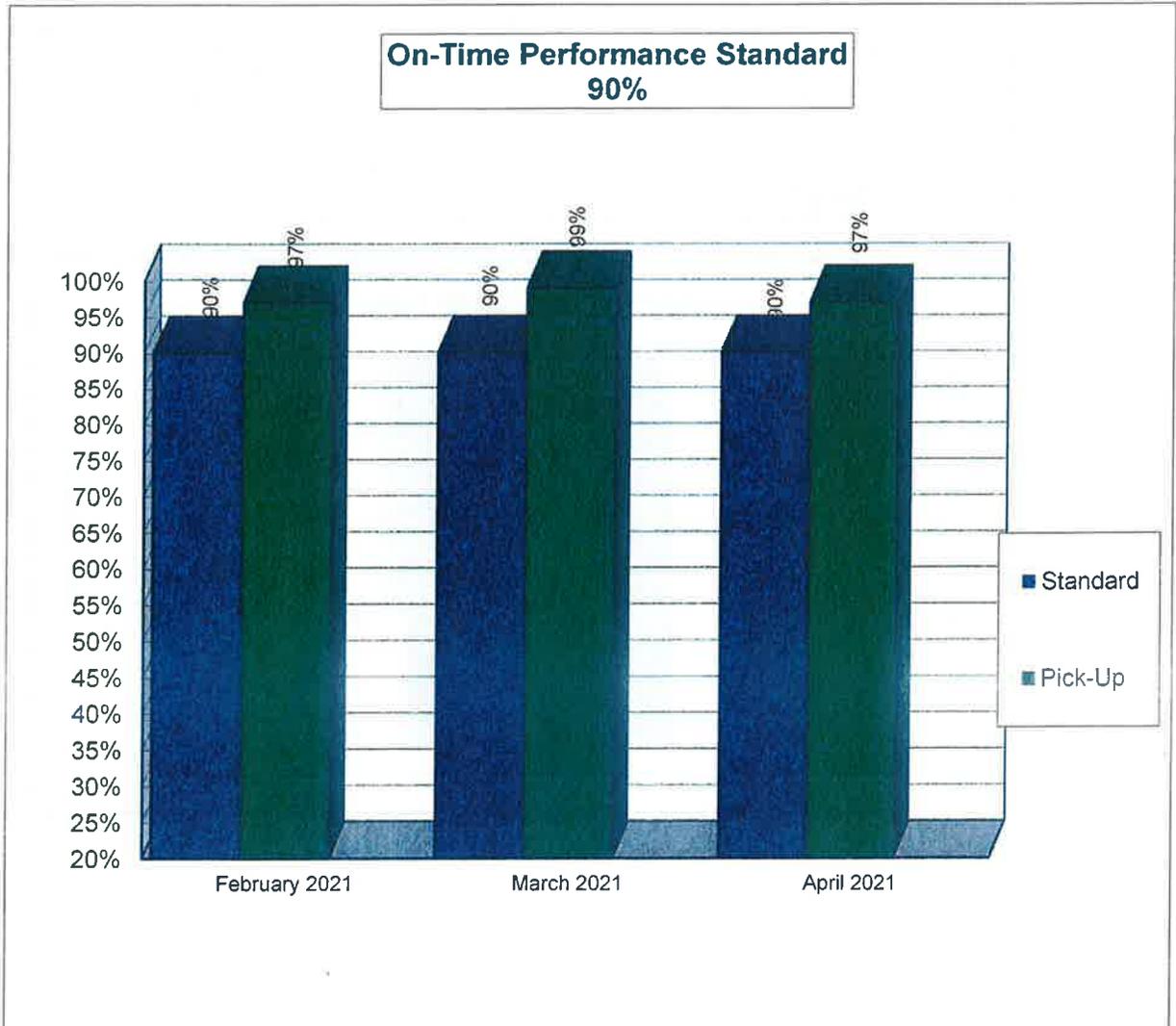
BACKGROUND

Attached are the February – April 2021 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

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TRANSPORTATION DISADVANTAGED SERVICE PLAN
STANDARDS OF PERFORMANCE
ALACHUA COUNTY
FEBRUARY - APRIL 2021

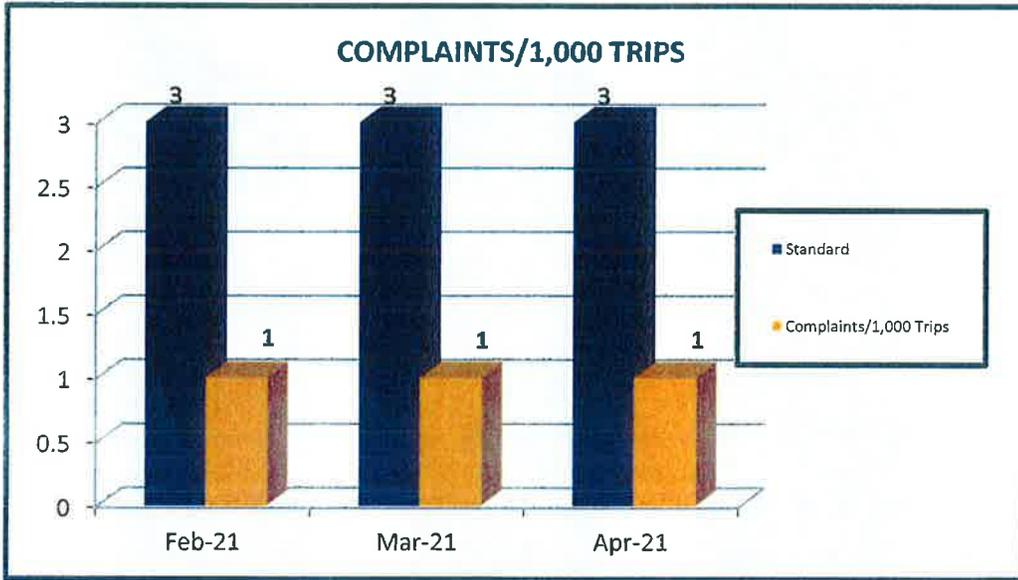


Source: MV Contract Transportatio, Inc. On-Time Analysis

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, FEBRUARY - APRIL 2021

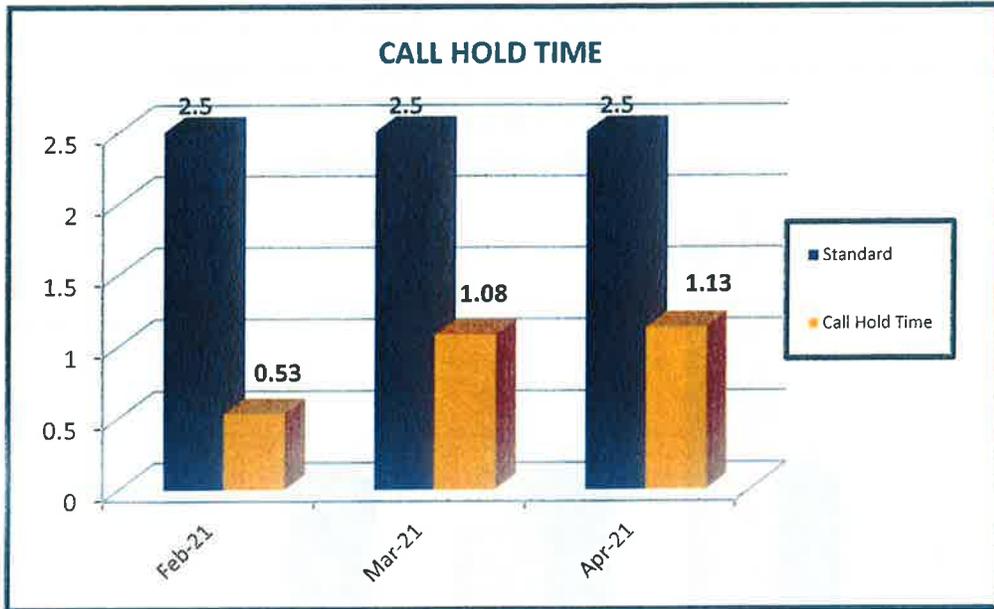
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Feb-21	3	1
Mar-21	3	1
Apr-21	3	1



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, FEBRUARY - APRIL 2021**

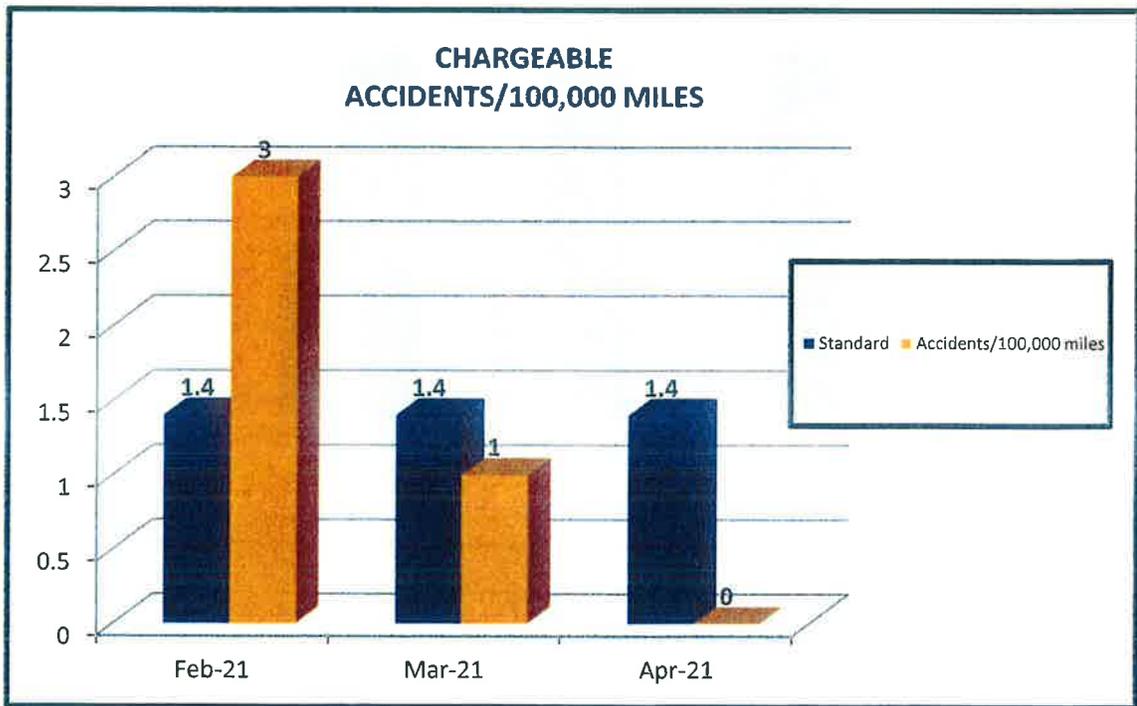
MONTH	STANDARD	CALL HOLD TIME
Feb-21	2.5	0.53
Mar-21	2.5	1.08
Apr-21	2.5	1.13



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY FEBRUARY - APRIL 2021**

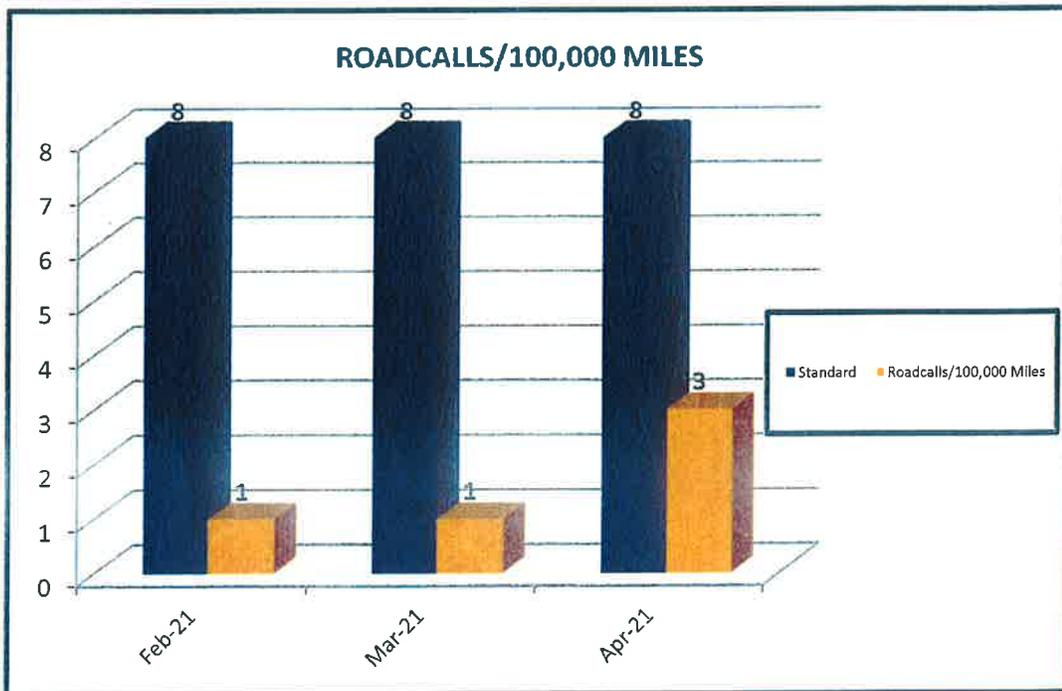
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Feb-21	1.4	3
Mar-21	1.4	1
Apr-21	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, FEBRUARY - APRIL 2021**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Feb-21	8	1
Mar-21	8	1
Apr-21	8	3



Source: MV Contract Transportation, Inc. Operations Report

Meeting

Agenda

Enclosures



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June 14, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons AICP, Executive Director 
SUBJECT: Transportation Improvement Program for Fiscal Years 2021-22 to 2025-26

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 2021-22 to 2025-26 Transportation Improvement Program as modified to incorporate review agency comments.

ADDITIONAL JOINT RECOMMENDATION

The Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation provide scoping information to Alachua County and the City of Gainesville for the following resurfacing projects:

- NW 39 Avenue (State Road 222) - from Interstate 75 (State Road 93) to NW 43 Street [4470321];
- SW 13 Street (U.S. Highway 441/State Road 25) - from Williston Road [State Road 331] to Archer Road (State Road 24) [4470331];
- Waldo Road (State Road 24) - from NW 39 Avenue (State Road 222) to U.S. Highway 301 (State Road 200) [4479641]; and
- Williston Road (State Road 331) - from SW 13 Street (U.S. Highway 441/State Road 25) to East University Avenue (State Road 26) [4479621].

BACKGROUND

Please find a draft copy of the Fiscal Years 2021-22 to 2025-26 Transportation Improvement Program (Exhibit 1) at the following website:

<http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/TIPDOC21dft.pdf>

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 2 shows the funding sources of significant projects within the Gainesville Metropolitan Area for Fiscal Year 2020-21. Exhibits 3 and 4 show funding sources by project type for Fiscal Year 2020-21. Exhibit 5 is a copy of the advertisement for publication in The Gainesville Sun and Gainesville Guardian on May 27, 2021 and in The Independent Florida Alligator on June 1, 2021. Additionally, the advertisement was posted on the respective Gainesville.com and Alligator.org websites.

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 and state 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 2

**Transportation Improvement Program
Fiscal Years 2021-22 to 2025-26
Fiscal Year 2021-22 Significant Project Funding**

Project Type	Significant Project	Funding Source (In Millions)			
		Federal	State	Local	Total
Airport	Airport Taxiway A Pavement Rehabilitation - Phase II	\$3.462	\$0.193	\$0.192	\$3.847
	Runway 11/29 Markings	\$0.000	\$0.038	\$0.038	\$0.076
	Design and Construct Parking and Intermodal Transfer	\$0.000	\$1.300	\$1.300	\$2.600
	Purchase Equipment for Maintenance and Wildlife Management	\$0.000	\$0.175	\$0.175	\$0.350
	Install Inline Baggage System	\$0.000	\$2.450	\$2.450	\$4.900
	Acquire Index B Fire Fighting Vehicle	\$0.900	\$0.050	\$0.050	\$1.000
Bicycle/ Pedestrian	Americans with Disabilities Act Sidewalk Modifications - Citywide	\$0.677	\$0.000	\$0.000	\$0.677
	NW 42 Avenue Sidewalk - NW 13 Street to NW 6 Street	\$0.000	\$0.041	\$0.000	\$0.041
Drainage	None	\$0.000	\$0.000	\$0.000	\$0.000
Intersection*	NE 53 Avenue at Animal Services Drive Intersection Modification	\$0.649	\$0.000	\$0.000	\$0.649
	NW 39 Avenue at NW 97 Boulevard Intersection Modification	\$0.123	\$0.000	\$0.000	\$0.123
Interstate	Williston Road Interchange Modification - Add Lanes	\$5.439	\$0.000	\$0.026	\$5.465
Landscaping	None	\$0.000	\$0.000	\$0.000	\$0.000
Railroad	None	\$0.000	\$0.000	\$0.000	\$0.000
Resurfacing	NW 39 Avenue - Interstate 75 to NW 43 Street	\$0.284	\$0.435	\$0.000	\$0.719
	Waldo Road - NE 39 Avenue to US Highway 301	\$1.011	\$0.604	\$0.000	\$1.615
	Williston Road - SW 13 Street to East University Avenue	\$0.814	\$0.206	\$0.000	\$1.020
Road Construction	SW 62 Boulevard Connector - Interim Two-Lane Project	\$9.406	\$5.750	\$0.000	\$15.156
	-	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance	Lighting Agreements Countywide	\$0.000	\$1.059	\$0.000	\$1.059
	Routine Maintenance Countywide	\$0.000	\$1.176	\$0.000	\$1.176
Public Transportation	Regional Transit System Capital/Operations	\$4.200	\$0.000	\$1.050	\$5.250
	Regional Transit System Operations	\$1.800	\$2.372	\$4.172	\$8.344
	Section 5311 Rural Transit Funding	\$0.386	\$0.000	\$0.386	\$0.772
	Section 5339 Operating Assistance	\$0.364	\$0.000	\$0.091	\$0.455
	Transportation Disadvantaged Program	\$0.000	\$0.596	\$0.057	\$0.653

*Does not include traffic signal maintenance and update projects

FDOT - Florida Department of Transportation; NE - northeast; NW - northwest; SE - southeast; SW - southwest
US - United States

EXHIBIT 3

**Transportation Improvement Program
Fiscal Years 2021-22 to 2025-26
Fiscal Year 2021-22 Funding**

Project Type	Funding Source			
	Federal	State	Local	Subtotal
Airport	\$4,362,000	\$4,206,000	\$4,205,000	\$12,773,000
Bicycle/Pedestrian	\$677,000	\$41,000	\$0	\$718,000
Drainage	\$0	\$0	\$0	\$0
Intersection	\$772,000	\$2,383,000	\$3,000	\$3,158,000
Interstate	\$5,439,000	\$0	\$26,000	\$5,465,000
Landscaping	\$0	\$0	\$0	\$0
Metropolitan Planning	\$695,000	\$26,000	\$50,000	\$771,000
Railroad	\$0	\$0	\$0	\$0
Resurfacing	\$2,909,000	\$1,243,000	\$0	\$4,152,000
Road Construction	\$9,406,000	\$6,003,000	\$8,100,000	\$23,509,000
Maintenance	\$0	\$2,235,000	\$0	\$2,235,000
Public Transportation*	\$6,750,000	\$2,967,000	\$5,756,000	\$15,473,000
Total	\$31,010,000	\$19,104,000	\$18,140,000	\$68,254,000

* Includes Regional Transit System and Transportation Disadvantaged funding and additional Federal Transit Administration Section 5311 and Section 5339 Grant funding

EXHIBIT 4

**Transportation Improvement Program
Fiscal Years 2021-22 to 2025-26
Fiscal Year 2021-22 Funding Sources**

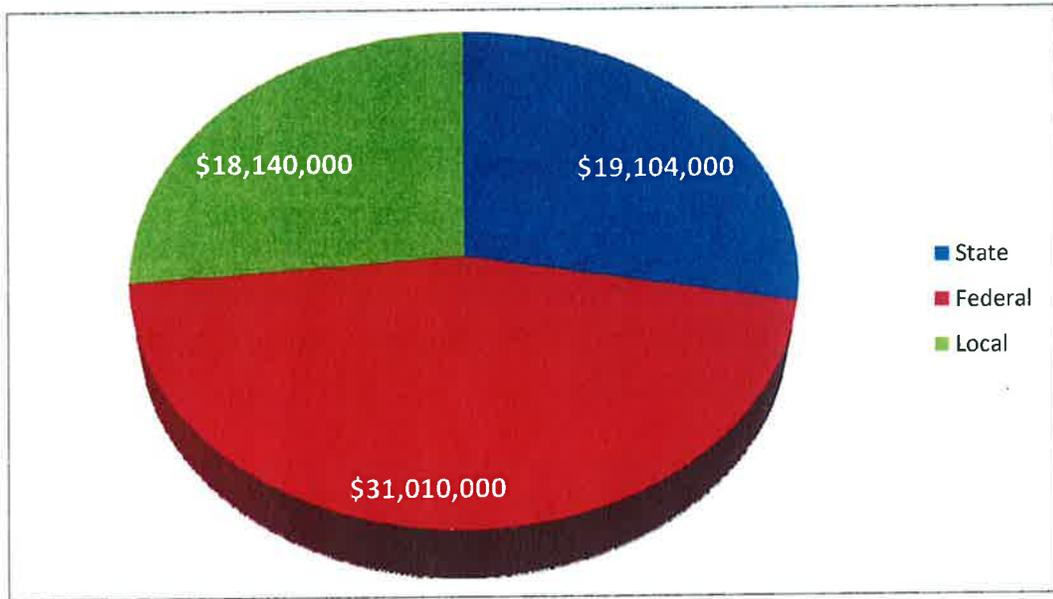


EXHIBIT 5



HYBRID COMMUNITY TRANSPORTATION MEETING

June 21, 2021 at 5:00 p.m.

On-Site - John R. "Jack" Durrance Auditorium, Alachua County Administration Building
12 SE 1st Street, Gainesville, Florida

Audio/Video - Cox Channel 12, Facebook and the Alachua County Video on Demand Website ([link below](#))

<https://alachuacounty.us/Pages/AlachuaCounty.aspx>

Audio-only - call 301.715.8592, and when prompted use code 670 965 3024
Live Broadcast Public Comment Call-In - Call 1.800.876.7516

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 2021-22 to 2025-26. 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 2045 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 2045. 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, 2019 through September 30, 2020.

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/repairing; school safety concern; transportation alternatives; and transit projects, including transportation disadvantaged projects.

Due to the COVID-19 Public Health Emergency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet both on-site and virtually on June 21, 2021 at 5:00 p.m.

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, at the www.ncfrc.org/mtpo website, or by calling 352.955.2200. Copies of the meeting agenda will also be posted at the above address. 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 Michael Escalante at 352.955.2200, extension 114, at least 48 hours 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 a rural community advisor. 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.



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June 14, 2021

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 2022-23 to 2026-27

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 2022-23 to 2026-27 List of Priority Projects.

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. The draft List of Priority Projects (Exhibit 1) can be viewed at the following website link:

<http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/LOPP21dft.pdf>

Please note that Year 2045 Long-Range Transportation Plan Cost Feasible Plan project priorities have been incorporated into Table 2 - Other Arterials/Right-of-Way Priorities replacing the Year 2040 Long-Range Transportation Plan Cost Feasible Plan project priorities.

In addition, multimodal emphasis corridor projects have been appended to Table 1 - Bicycle and Pedestrian Priorities per request of University of Florida staff. These projects are also appended to the Table D-3 - Highway Safety Fund Priorities.

Attachment

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June 14, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Citizens Advisory Committee Advisory Role
to Alachua County and the City of Gainesville

CITIZENS ADVISORY COMMITTEE RECOMMENDATION

The Citizens Advisory Committee requests that the Metropolitan Transportation Planning Organization advise the Alachua County Board of County Commissioners and the City of Gainesville City Commission that as in the past, the Citizens Advisory Committee is willing to act again as their citizens advisory committee on matters concerning local transportation issues.

BACKGROUND

At its June 2, 2021 meeting, the Citizens Advisory Committee revisited and discussed its role as an advisory body to the Alachua County Board of County Commissioners and the City of Gainesville City Commission on local transportation issues. In the past, both the Alachua County Board of County Commissioners and the City of Gainesville City Commission referred selected local transportation issues to the Citizens Advisory Committee for comments and recommendations.

At its June 27, 2016 meeting, the Metropolitan Transportation Planning Organization considered a similar Citizens Advisory Committee recommendation concerning its role as an advisory body to the Alachua County Board of County Commissioners and the City of Gainesville City Commission on local transportation issues. Exhibits 1 and 2 are copies of letters sent to the Alachua County Board of County Commissioners and the City of Gainesville City Commission in 2016.

Attachments

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EXHIBIT 1



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June 29, 2016

The Honorable Robert Hutchinson, Chair
Alachua County Board of County Commissioners
12 SE 1st Street
Gainesville, FL 32601

RE: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Citizens Advisory Committee Advisory Role to the
Alachua County Board of County Commissioners

Dear Commissioner Hutchinson:

At its June 27, 2016 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed its Citizens Advisory Committee's role as an advisory group to the Alachua County Board of County Commissioners. During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to advise the Alachua County Board of County Commissioners that as in the past, the Citizens Advisory Committee is willing to act again as their citizens advisory committee on matters concerning local transportation issues and to refer this matter to Alachua County staff and the Alachua County Attorney.

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

Sincerely,

Helen K. Warren, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: Lee Niblock, Alachua County Manager
Steve Lachnicht, Alachua County Growth Management Director
Jeff Hays, Alachua County Transportation Planning Manager
Michele Lieberman, Alachua County Attorney

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EXHIBIT 2



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June 29, 2016

The Honorable Lauren Poe, Mayor
City of Gainesville
P.O. Box 490, MS 19
Gainesville, FL 32627-0490

RE: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Citizens Advisory Committee Advisory Role to the
City of Gainesville City Commission

Dear Mayor Poe:

At its June 27, 2016 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed its Citizens Advisory Committee's role as an advisory group to the City of Gainesville. During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to advise the City of Gainesville City Commission that as in the past, the Citizens Advisory Committee is willing to act again as their citizens advisory committee on matters concerning local transportation issues and to refer this matter to City of Gainesville staff and the City of Gainesville Attorney.

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

Sincerely,

Helen K. Warren, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: Anthony Lyons, City of Gainesville City Manager
Teresa Scott, City of Gainesville Public Works Director
Debbie Leistner, City of Gainesville Transportation Planning Manager
Nicolle Shalley, City of Gainesville Attorney

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SCHEDULED 2021 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>	February 22 at 3:00 p.m.
APRIL	April 7	April 8	April 26 at 3:00 p.m.
JUNE	June 2	June 3	June 21 at 5:00 p.m.
AUGUST	August 18	August 19	August 30 at 3:00 p.m.
OCTOBER	October 6	October 7	October 25 at 3:00 p.m.
DECEMBER	November 17	November 18	December 13 at 5:00 p.m.

Note, unless otherwise scheduled:

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

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



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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