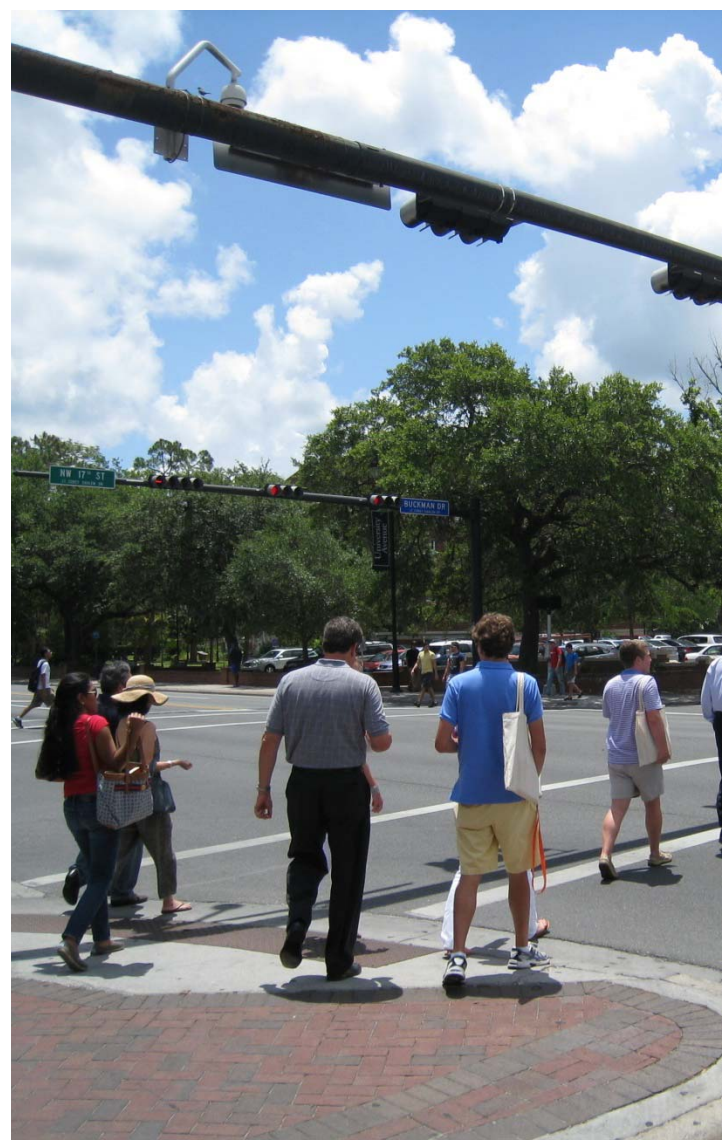
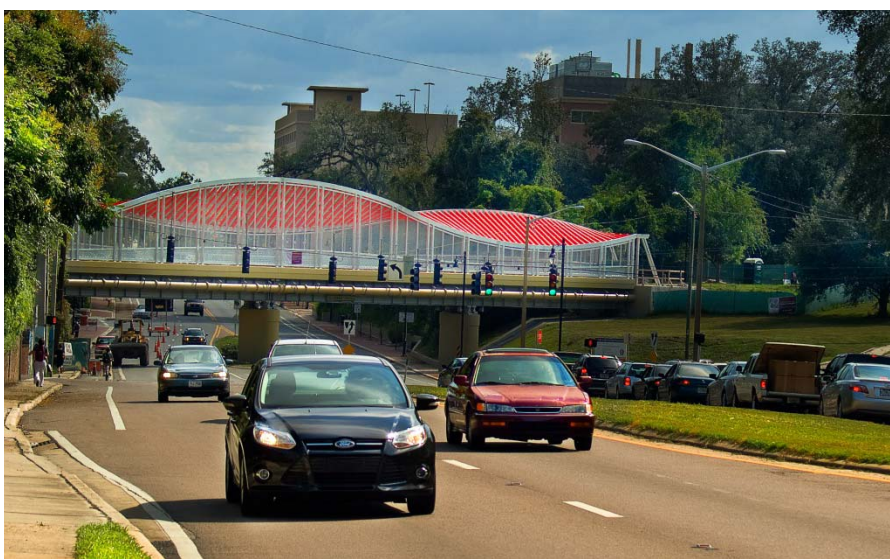


# Meeting Packet April 25, 2022 3:00 p.m.



Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area





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

April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Charles S. Chestnut IV, Chair  
SUBJECT: **Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **April 25, 2022 at 3:00 p.m.** This meeting will be held in the **John R. "Jack" Durrance Auditorium, Alachua County Administration Building**, Gainesville, Florida and via communications media technology.

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

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

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

**3:00 p.m.**  
**April 25, 2022**

**Declaration of Extraordinary Circumstance**

**STAFF RECOMMENDATION**

**DECLARE EXTRAORDINARY CIRCUMSTANCE  
DUE TO COVID-19 PANDEMIC**

**STAFF RECOMMENDATION**

**Page #3**

**I. Approval of Meeting Agenda  
and Consent Agenda Items**

**APPROVE BOTH AGENDAS**

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

**Page #239**

**II. Transportation Improvement Program Amendments  
(Fiscal Year 2021-22 to Fiscal Year 2025-26) -  
Various Projects**

**APPROVE STAFF  
RECOMMENDATION**

The Florida Department of Transportation has requested four Transportation Improvement Program (Fiscal Year 2021-22 to Fiscal Year 2025-26) amendments to add Archer Road (State Road 24) at SW 16th Avenue (State Road 226) Traffic Signal Update construction in Fiscal Year 2022-23, Archer Road (State Road 24) at SW 34th Avenue (State Road 121) Traffic Signal Update preliminary engineering in Fiscal Year 2022-23, Interstate 75 (State Road 93) at NW 39th Avenue Intersection North Bound Off Ramp Modification construction in Fiscal Year 2022-23, and Newberry Road (State Road 26) from Tower Road to SE 9th Street Streetlighting Upgrade construction in Fiscal Year 2021-22.

The City of Gainesville Regional Transit System has requested a Transportation Improvement Program (Fiscal Year 2021-22 to Fiscal Year 2025-26) amendment to add Federal Transit Administration \$10,660,817 Bus Replacement and East Gainesville Transfer Center Construction grant award.

**Page #247**      **III. Election of Officers**      **ELECT OFFICERS**

In February 2021, the Metropolitan Transportation Planning Organization elected Commissioner Charles Chestnut IV as Chair, Commissioner Adrian Hayes-Santos as Vice-Chair and Commissioner Mary Alford as Secretary/Treasurer.

**Page #249**      **IV. Florida Metropolitan Planning Organization Advisory Council**      **APPOINT REPRESENTATIVE AND TWO ALTERNATES**

In February 2021, the Metropolitan Transportation Planning Organization appointed Commissioner Harvey Ward the Representative, Commissioner Marihelen Wheeler the First Alternate Representative and Commissioner Mary Alford the Second Alternate Representative on the Metropolitan Planning Organization Advisory Council.

**Page #251**      **V. Audit Review Committee**      **APPOINT MEMBERS**

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

**Page #253**      **VI. Florida Department of Transportation Report**      **RECEIVE REPORT**

The Florida Department of Transportation will provide an update on Department activities.

**Back Cover**      **VII. Next Meeting**      **NO ACTION REQUIRED**

The next Metropolitan Transportation Planning Organization meeting is scheduled for July 11, 2022 at 5:00 p.m.

**VIII. Comments**

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

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

\*No backup material included with the attached agenda material.



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

**John R. “Jack” Durrance Auditorium  
Alachua County Administration Building  
Gainesville Florida and  
Via Communications Media Technology**

**3:00 p.m.  
April 25, 2022**

**STAFF RECOMMENDATION**

- Page #9 CA. 1 Minutes - October 25, 2021 APPROVE MINUTES**  
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #21 CA. 2 Continuity of Operations Plan APPROVE STAFF RECOMMENDATION**  
This plan is reviewed each year and revisions are made as needed.
- Page #23 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 #47 CA. 4 Unified Planning Work Program Fiscal Year 2022-23 and Fiscal Year 2023-24 APPROVE JOINT RECOMMENDATION**  
The Metropolitan Transportation Planning Organization needs to approve its Unified Planning Work Program for Fiscal Years 2022-23 and 2023-24 in order to receive federal planning funds.
- Page #65 CA. 5 Consolidated Planning Grant Agreement Fiscal Year 2022-23 and Fiscal Year 2023-24 AUTHORIZE CHAIR SIGNATURE**  
The Florida Department of Transportation has requested Metropolitan Transportation Planning Organization approval of the Consolidated Planning Grant Agreement for Fiscal Years 2022-23 and 2023-24 in order to receive federal planning funds.
- Page #83 CA. 6 Public Transportation Safety Targets - 2022 APPROVE JOINT RECOMMENDATION**  
The Metropolitan Transportation Planning Organization needs to annually set transit safety performance measures and targets consistent with those set by the Regional Transit System.

Page #87 CA. 7 **Bicycle/Pedestrian Advisory Board Funding Agreement with the City of Gainesville** **APPROVE STAFF RECOMMENDATION**

As part of the Joint Certification Process review, the Florida Department of Transportation has requested renewal of this agreement with the City of Gainesville.

Page #99 CA. 8 **Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement Update** **APPROVE STAFF RECOMMENDATION**

As part of the Joint Certification Process review, the Florida Department of Transportation has requested the review/update of the Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement consistent with the Florida Department of Transportation's most recent agreement template.

Page #113 CA. 9 **Citizens Advisory Committee - Reappointment** **REAPPOINT MS. STEINER**

Ruth Steiner has reapplied for appointment to the Citizens Advisory Committee.

Page #121 CA. 10 **Title VI/Nondiscrimination Policy Statement** **NO ACTION REQUIRED**

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

Page #125 CA. 11 **Florida Department of Transportation Tentative Five-Year Work Program - Florida Department of Transportation Response to Metropolitan Transportation Planning Organization Comments** **NO ACTION REQUIRED**

The Florida Department of Transportation has provided a response to the Metropolitan Transportation Planning Organization comments on the draft Tentative Work Program.

Page #129 CA. 12 **Draft Strategic Intermodal System Policy Plan - Florida Department of Transportation Response to Metropolitan Transportation Planning Organization Comment** **NO ACTION REQUIRED**

The Florida Department of Transportation has provided a response to the Metropolitan Transportation Planning Organization comment on the draft Strategic Intermodal System Policy Plan.

Page #133 CA. 13 **Florida Department of Transportation Fiscal Years 2022-23 to 2026-27 Adopted Work Program Amendment - Intelligent Transportation System Road Side Unit Equipment Purchase Project** **NO ACTION REQUIRED**

The Florida Department of Transportation needs to purchase updated Intelligent Transportation Road Side Unit Equipment by July 2022.



**Page #139 CA. 14 Federal Highway Administration NO ACTION REQUIRED**  
**Build a Better America 12/16/21 Policy Memorandum**

The Federal Highway Administration has released its Build a Better America Policy Memorandum as guidance for the implementation of the Bipartisan Infrastructure Law.

**Page #171 CA. 15 Planning Emphasis Areas - 2021 - NO ACTION REQUIRED**  
**Joint Federal Highway Administration-Federal Transit Administration and Florida Department of Transportation**

Planning Emphasis Areas have been issued jointly by the Federal Highway Administration and Federal Transit Administration and also by the Florida Department of Transportation for application to the transportation planning process.

**Page #181 CA. 16 Safe Routes to School Program Status Report NO ACTION REQUIRED**  
**City of Gainesville Application Submission**

The City of Gainesville has submitted an application for a NW 20th Street shared-use path extension from NW 7th Avenue to NW 8th Avenue.

**Page #195 CA. 17 Transit Ridership Status Report NO ACTION REQUIRED**

The Metropolitan Transportation Planning Organization requested ridership reports to monitor ridership recovery amidst the Covid-19 pandemic.

**Page #205 CA. 18 Florida Metropolitan Planning Organization NO ACTION REQUIRED**  
**Advisory Council - 2022 Weekend Institute**

The Florida Metropolitan Planning Organization Advisory Council has announced meeting dates for its Weekend Institute and provided application forms.

**Page #213 CA. 19 Transportation Disadvantaged Program - Fiscal Year 2022-23 APPROVE**  
**Planning Grant Program Agreement Resolution RESOLUTION**

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

**Page #219 CA. 20 Transportation Disadvantaged Program - AUTHORIZE CHAIR**  
**Alachua County Transportation Disadvantaged Board SIGNATURE**  
**Coordinating Board Membership Certification**

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

**Page #223 CA. 21 Transportation Disadvantaged Program - REAPPOINT MS. BARNARD**  
**Alachua County Transportation Disadvantaged Board**  
**Reappointment**

Erica Barnard has reapplied for appointment as the voting Local Medical Community Representative.

**Page #225 CA. 22 Transportation Disadvantaged Program - APPOINT MR. MORTON AND**  
**Alachua County Transportation Disadvantaged Board MS. RUFF-LOONEY**  
**Appointments**

Spencer Morton has applied for appointment as the voting Persons with Disabilities Representative and Caroline Ruff-Looney has applied for appointment as the alternate Florida Association for Community Action Representative.

**Page #227 CA. 23 Transportation Disadvantaged Program - APPROVE RESOLUTION**  
**Resolution of Appreciation OF APPRECIATION**

Charles Harris served as the Central Florida Community Action Agency representative since July 2016.

**Page #231 CA. 24 Transportation Disadvantaged Program - NO ACTION REQUIRED**  
**Status Report**

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

***Consent***

***Agenda***

***Enclosures***



MINUTES  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

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

October 25, 2021  
3:00 p.m.

MEMBERS PRESENT  
IN PERSON

Charles Chestnut IV, Chair  
David Arreola  
Ken Cornell  
Adrian Hayes-Santos  
Lauren Poe  
Anna Prizzia  
Reina Saco  
Marihelen Wheeler

MEMBERS ABSENT

Harvey Ward

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

Mary Alford  
Linda Dixon/Curtis Reynolds  
Gloria James  
Karen Taulbee/Greg Evans  
Desmon Duncan-Walker

CALL TO ORDER - October 25, 2021

Chair Charles Chestnut IV called the meeting to order at 3:04 p.m.

Scott Koons, Executive Director, asked for a declaration of extraordinary circumstance, by members present, 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: Mayor Poe 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 Saco seconded the motion; motion passed unanimously by a quorum of the members present in the John R. "Jack" Durrance Auditorium.**

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

Mr. Koons requested a modification to the Consent Agenda.

**MOTION: Commissioner Cornell moved to approve the:**

- **Consent Agenda as amended to add CA.17 Transit Ridership Status Report; and**
- **Meeting Agenda.**

**Commissioner Hayes-Santos seconded the motion; motion passed unanimously.**

II. SPECIAL PRESENTATION -  
AMERICAN PLANNING ASSOCIATION FLORIDA CHAPTER AWARD

Mr. Koons stated that the Metropolitan Transportation Planning Organization offered to host this presentation.

Terry Clark, San Felasco Section Chair of the American Planning Association Florida Chapter, discussed the activities of the Gainesville Citizens for Active Transportation and Gators Against Student Pedestrian Deaths and presented the 2021 American Planning Association Florida Chapter Outstanding Public Interest Group of the Year Award to their representatives.

Christopher Ferlow, Gainesville Citizens for Active Transportation President (in-person), and Amy Grass-Gilmore, Gators Against Student Pedestrian Deaths representative (via telephone), discussed bicycle and pedestrian safety in their respective acceptance remarks.

III. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Mr. Koons stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program (Fiscal Years 2021-22 to 2025-26). He discussed and answered questions regarding the following new projects:

- State Road 222 (NE 39 Avenue) at NE 28 Drive - Pedestrian and Bicycle Safety Modification - Crosswalk [207611-7];
- State Road 26 (West University Avenue) from Gale Lemerand Drive to NW 14 Street - Traffic Operations Modifications - Install Two Raised Midblock Crosswalks [207658-2]; and
- State Road 26 (Newberry Road-West University Avenue) [Tower Road to SE 9 Street] - Intersection Safety - Safety Lighting Modifications [439808-1].

**MOTION: Commissioner Cornell moved to amend the Transportation Improvement Program for Fiscal Years 2021-22 to 2025-26 to add:**

- **State Road 222 (NE 39 Avenue) at NE 28 Drive - Pedestrian and Bicycle Safety Modification - Crosswalk [207611-7];**
- **State Road 26 (West University Avenue) from Gale Lemerand Drive to NW 14 Street - Traffic Operations Modifications - Install Two Raised Midblock Crosswalks [207658-2]; and**
- **State Road 26 (Newberry Road-West University Avenue) [Tower Road to SE 9 Street] - Intersection Safety - Safety Lighting Modifications [439808-1].**

**Commissioner Hayes-Santos seconded the motion. Mr. Koons conducted a roll call vote.**

City Member	Yes	No	County Member	Yes	No
			Mary ALFORD	X	
David ARREOLA	X				
			Ken CORNELL	X	
Adrian HAYES-SANTOS	X				
Lauren POE	X				
			Anna PRIZZIA	X	
Reina SACO	X				
Desmon DUNCAN-WALKER	X				
			Marihelen WHEELER	X	
			Charles CHESTNUT IV	X	
<b>Totals</b>	<b>5</b>	<b>0</b>		<b>5</b>	<b>0</b>

**Motion passed unanimously.**

**IV. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE FIVE-YEAR WORK PROGRAM (FISCAL YEARS 2022-23 TO 2026-27)**

Mari Schwabacher, Florida Department of Transportation, District 2, Metropolitan Transportation Planning Organization Liaison, made a Tentative Five-Year Work Program (Fiscal Years 2022-23 to 2026-27) presentation and answered questions.

**MOTION: Commissioner Cornell moved to authorize the Chair to forward the following Florida Department of Transportation Tentative Five-Year Work Program (Fiscal Years 2022-23 to 2026-27) comments:**

1. **Request that the Florida Department of Transportation consider revising the following projects in the Tentative Work Program:**
  - A. **To include, as part of the State Road 222 (NW 39th Avenue) resurfacing projects, restriping for narrow travel lanes in order to have protected bikelanes; and**
  - B. **To advance the State Road 26 Streetlighting project to an earlier fiscal year;**
2. **Request that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:**
  - A. **Priority 1 - Fund the U.S. 441 (13th Street) and State Road 26 (University Avenue) City of Gainesville Complete Streets Study - Phase 1 recommendations;**
  - B. **Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;**
  - C. **Priority 3 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Removal of Sliplanes; and**
  - D. **Priority 4 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Traffic Signal Update Project [4358911] consideration of the removal of the sliplanes in scoping and design of traffic signal update.**
3. **Amend the Fiscal Years 2022-23 to 2026-27 List of Priority Projects authorizing staff to revise the document to replace the State Road 26 (University Avenue) and U.S. Highway 441 (13th Street) Multimodal Corridor recommendations with the State Road 26 (University Avenue) and U.S. Highway 441 (13th Street) City of Gainesville Complete Streets Study - Phase 1 recommendations.**

**Commissioner Wheeler seconded; motion passed unanimously.**

V. STRATEGIC INTERMODAL SYSTEM POLICY PLAN UPDATE -  
PRESENTATION AND VIRTUAL ROOM ANNOUNCEMENT

Jennifer King, Florida Department of Transportation Strategic Intermodal System Project Manager, discussed the Strategic Intermodal System and draft Strategic Intermodal System Policy Plan update process and answered questions.

**MOTION: Commissioner Cornell moved to authorize the Chair to send a letter to request that the Florida Department of Transportation consider designating local roads or corridors that provide for mobility parallel to, or demonstrate the potential to reduce congestion on, Strategic Intermodal System facilities as State Highway System facilities or State Highway System alternate facilities and therefore eligible for State Highway System funding. Commissioner Hayes-Santos seconded; motion passed unanimously.**

VI. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Chestnut announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for December 13, 2021 at 5:00 p.m.

VII. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Ms. Schwabacher stated that the Department did not any items to report.

B. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member asked for a status report on the Alachua Countywide Bicycle-Pedestrian Master Plan.

Mr. Koons stated that development of the Alachua Countywide Bicycle-Pedestrian Master Plan is anticipated to begin early next year and is anticipated to be completed by the following spring.

The member also asked about the status of the Gainesville Urbanized Area becoming a Transportation Management Area.

Mr. Koons and Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager, discussed the 2020 Census count availability, Gainesville Metropolitan Area adjustments and Transportation Management Area designation process and answered questions.

**MOTION: Commissioner Cornell moved to request that staff provide a workshop at an upcoming meeting concerning:**

- **Transportation Management Area designation and timetable;**
- **Metropolitan Planning Organization governance; and**
- **Invite appropriate Florida Department of Transportation and Federal Highway Administration staff to participate in the workshop.**

**Commissioner Arreola seconded; motion passed unanimously.**

C. CITIZENS

There were no citizen comments.



D. CHAIR’S REPORT

There was no Chair’s Report.

ADJOURNMENT - The meeting was adjourned at 4:20 p.m.

\_\_\_\_\_

Date

\_\_\_\_\_

Mary Alford, Secretary/Treasurer

**EXHIBIT A**

**Interested Citizens**

Terry Clark  
Christopher Ferlow  
Amy Grass-Gilmore\*  
Emily Hind  
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  
Karen Taulbee

\* Via telephone

# Provided written comments

t:\mike\em22\mtpo\minutes\oct25min.doc



2009 NW 87th Place, Gainesville, FL 32653-1603 • 352.955.2200

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

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

3:00 p.m.  
October 25, 2021

**STAFF RECOMMENDATION**

- Page #9 CA. 1 Minutes - June 21, 2021/July 14, 2021 APPROVE MINUTES  
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #17 CA. 2 2022 Meeting Schedule APPROVE STAFF RECOMMENDATION  
The Metropolitan Transportation Planning Organization 2022 Meeting Schedule needs to be approved.
- Page #21 CA. 3 Engagement Letter for Fiscal Year 2020-21 Audit APPROVE STAFF RECOMMENDATION  
The audit this year will be prepared by Powell and Jones, Certified Public Accountants.
- Page #27 CA. 4 Proposed Amended Budget for Fiscal Year 2020-21 APPROVE STAFF RECOMMENDATION  
This amended budget will allow staff to monitor Metropolitan Transportation Planning Organization expenditures and make appropriate adjustments as needed.
- Page #31 CA. 5 Safety Performance Measures and Targets APPROVE JOINT RECOMMENDATION  
The Metropolitan Transportation Planning Organization needs to set safety performance measures and targets.
- Page #39 CA. 6 Resolution 2021-07 APPROVE RESOLUTION AND AUTHORIZE SIGNATURES  
Revised Section 5305(d) Grant Application,  
Revised Section 5305(d) Grant Resolution and  
Public Transportation Agreement  
The Metropolitan Transportation Planning Organization will need to submit a revised grant application to account for an adjustment in its Federal Transit Administration Section 5305(d) funding allocation and needs to approve a resolution for and authorize the Chair to sign the Public Transportation Agreement in order to receive the funds.

Page #75 CA. 7 Resolution 2021-08 **APPROVE RESOLUTION AND  
Unified Planning Work Program Amendment -  
Revised Section 5305(d) Grant Funding** **AUTHORIZE SIGNATURES**

The Metropolitan Transportation Planning Organization has been awarded an adjusted amount in its allocation of Federal Transit Administration Section 5305(d) funds and needs to amend its Unified Planning Work program in order to receive the funds.

Page #95 CA. 8 Resolution 2021-09 **APPROVE RESOLUTION  
Grant Applications Letters of Support**

This resolution authorizes the Chair to sign letters of support for grant applications for projects that implement the Year 2045 Long-Range Transportation Plan Cost Feasible Plan.

Page #103 CA. 9 Intergovernmental Coordination and Review and **APPROVE STAFF  
Public Transportation Coordination Agreement** **RECOMMENDATION**

The Florida Department of Transportation 2021 Joint Certification review requires an update to the Intergovernmental Coordination and Review and Public Transportation Coordination Agreement.

Page #115 CA. 10 Staff Services Agreement **APPROVE STAFF  
RECOMMENDATION**

The Florida Department of Transportation 2021 Joint Certification review requires an update to the Staff Services Agreement.

Page #127 CA. 11 Transportation Alternatives Program/Safe Routes to School/  
Shared-Use Nonmotorized Trail Application Notices **APPROVE STAFF  
RECOMMENDATION**

The Florida Department of Transportation has announced the Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail grant application cycles.

Page #217 CA. 12 Florida Department of Transportation **FOR INFORMATION ONLY  
Statewide Mobility Week**

The Florida Department of Transportation announced its annual Statewide Mobility Week.

Page #223 CA. 13 State Road 121 (NW 34th Street) Midblock Crossing **FOR INFORMATION ONLY  
at Loblolly Park Entrance Query - Status Report**

The feasibility of a midblock crossing adjacent to the Loblolly Woods Nature Park entrance has been referred to the Florida Department of Transportation Traffic Operations Office.

Page #227 CA. 14 Transportation Disadvantaged Program - **APPROVE RESOLUTION  
Resolutions of Appreciation** **OF APPRECIATION**

Deweece Ogden served as the Florida Agency for Health Care Administration Representative.

**Page #231 CA. 15 Transportation Disadvantaged Program -  
Alachua County Transportation Disadvantaged Board  
Appointments**

**APPOINT MS. HAGLEY,  
MS. HARRIS,  
MS. MARTY AND  
MS. MENDOZA**

Pamela Hagley has applied for appointment as the alternate Florida Agency for Health Care Administration Representative. Reeda Harris has applied for appointment as the voting Florida Agency for Health Care Administration Representative. Phyllis Marty has applied for appointment as the voting Regional Workforce Board Representative. Anna Mendoza has applied for appointment as the alternate Regional Workforce Board Representative.

**Page #233 CA. 16 Transportation Disadvantaged Program -  
Status Report**

**FOR INFORMATION ONLY**

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

**Page #275 CA. 17 Transit Ridership Status Report -**

**FOR INFORMATION ONLY**

The Metropolitan Transportation Planning Organization has requested transit ridership status reports.

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**EXHIBIT 1**

**Safety Performance Measures and Targets**

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
Approved October 25, 2021**

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







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2008 NW 87th Place, Gainesville, FL 32653-1803 • 352.955.2200

April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons AICP, Executive Director *SRK*  
SUBJECT: Continuity of Operations Plan

STAFF RECOMMENDATION

**Approve the updated Continuity of Operations Plan as a completed planning document.**

BACKGROUND

Each year, staff review, and make needed revisions to, the Continuity of Operations Plan as part of addressing consideration of safety and security in the transportation planning process. The Plan addresses how the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to function in the event of a natural or man-made disaster. This edition of the Continuity of Operations Plan has been revised to account for hybrid (on-site and virtual) meetings.

Below is the link to the draft Continuity of Operations Plan (Exhibit 1).

[http://ncfrpc.org/mtpo/FullPackets/TAC\\_CAC/2022/COOPreport\\_2022dft.pdf](http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2022/COOPreport_2022dft.pdf)


A printed copy of the draft Continuity of Operations Plan for each voting member will be delivered to the Alachua County Administration Building and the Gainesville City Hall.

Attachment





April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director   
SUBJECT: Certification - Metropolitan Transportation Planning Process Certification Statement

STAFF RECOMMENDATION

**Authorize the Chair to sign the attached Joint Certification Statement.**

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, concurrent with the submittal of the Transportation Improvement Program.

A joint review meeting with the Florida Department of Transportation was held virtually via communications media technology on March 17, 2022. As a result of this meeting, the Florida Department of Transportation has not identified any corrective actions for the metropolitan transportation planning process. Attached as Exhibit 1 is the Joint Certification Statement that needs to be signed by the Chair and submitted to the Florida Department of Transportation. Also attached as Exhibit 2 is a copy of the 2022 Joint Certification Part 1 that addressed Florida Department of Transportation review comments from the March 17, 2022 meeting.

Attachments



**EXHIBIT 1**  
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 17, 2022.

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.

\_\_\_\_\_  
Name: Greg Evans  
Title: District Secretary (or designee)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name: Charles S. Chestnut IV  
Title: MPO Chairman (or designee)

\_\_\_\_\_  
04/25/22  
Date



**EXHIBIT 2**



**Gainesville MTPO  
Joint Certification 2022  
3/17/2022**

Part 1 – Metropolitan Planning Organization

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## 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.

## 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 Statement](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the document. Once all the appropriate parties sign the MPO Joint Certification Statement, 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.

## Part 1

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

## Part 1 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 (ICAR) agreement; and any other applicable agreements? Please list all agreements and dates that they need to be readopted. The ICAR Agreement should be reviewed every five years and updated as necessary. Please note that the ICAR Agreement template was updated in 2020.

**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 in 2024. The Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement dated 1/26/07 needs to be updated in 2022. The Metropolitan Transportation Planning Organization administrative staff services agreement with the North Central Florida Regional Planning Council dated 10/27/16 was renewed on 10/28/21. 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 in 2022.

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.

3. How does the MPOs planning process consider the 10 Federal Planning Factors ([23 CFR § 450.306](#))?

**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\\_ftay2a.pdf](http://ncfrpc.org/mtpo/publications/UPWP/UPWP_2021_2022_amend_ftay2a.pdf)

<http://ncfrpc.org/mtpo/publications/LOPP/2021/LOPP21b.pdf>  
[http://ncfrpc.org/mtpo/publications/LRTP2045/TechnicalReport7\\_Year2045CostFeasiblePlan01-14-20215P.pdf](http://ncfrpc.org/mtpo/publications/LRTP2045/TechnicalReport7_Year2045CostFeasiblePlan01-14-20215P.pdf)

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](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 (PPPs)? If so, when? For guidance on PPPs, see the Federal Highway Administration (FHWA) checklist in the [Partner Library](#) on the MPO Partner Site.

**Please Check:** Yes  No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviewed and approved revisions to its Public Involvement Plan on July 14, 2021.

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

**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 website. Draft copies were distributed to Alachua County Library District Downtown, Fred Cone and Tower Road branch libraries within the Gainesville Metropolitan Area. The Millhopper branch was inaccessible due to building renovations, Legal advertisements were posted on the gainesville.com and alligator.org websites and placed in The Gainesville Sun on May 6, 2021, The Gainesville Guardian on May 6, 2021 and The Independent Florida Alligator on May 10, 2021.

## Part 1 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?

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 and applicable State laws?



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.

8. Does the MPO have an existing negotiated indirect cost rate from the Federal government or use the de minimis rate (currently set at 10% of modified total direct costs which may be used indefinitely [\(2 C.F.R. 200.414\(f\)\)](#)?

*In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.*

Please Check: Indirect Rate  De Minimis Rate  N/A

- a. If the MPO has an existing negotiated indirect cost rate, did the MPO submit a cost allocation plan?

The Metropolitan Transportation Planning Organization only bills direct expenses.

## Part 1 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

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

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

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has a 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](http://ncfrpc.org/mtpo/publications/Title_VI/TVI_Complaint_Form.pdf).

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

**Please Check:** Yes  No

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

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 Title VI-related webinars:

1. University of Florida Transportation Institute Webinar: *Intro Transportation Equity* on March 31, 2021;
2. Florida TRANSPLEX Webinar: *Getting from Here to There -- Progress Toward Equity and Inclusiveness* on April 16, 2021 [recording];
3. University of South Florida Webinar - *A Transportation Professional's Guide to Utilizing Video Technology Part 1 of 2* on June 16, 2021;
4. University of South Florida Webinar - *A Transportation Professional's Guide to Utilizing Video Technology Part 2 of 2* on June 23, 2021;
5. United States Department of Transportation Webinar - *Transportation Equity at United States Department of Transportation - Information Session* on June 25, 2021;
6. Federal Highway Administration Americans with Disabilities Act Webinar: *Local Planning Agency Experiences in Transition Plan Implementation* on July 14, 2021; and
7. Federal Highway Administration Americans with Disabilities Act Webinar: *Disability Advisory Groups Involvement in Local Planning Agency Transition Plan Implementation* on July 21, 2021.

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 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises

1. Is the MPO using a qualifications based selection process that is consistent with [2 C.F.R. 200.320 \(a-c\)](#), [Appendix II to Part 200 - Contract Provision](#), and [23 C.F.R. 172](#), and Florida statute as applicable?

Please Check: Yes  No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area uses a qualifications based selection process that is consistent with 2 Code of Federal Regulations 200.320(a-c), Appendix II to Part 200 - Contract Provision and 23 Code of Federal Regulations, and Florida Statutes as applicable. The qualifications do include any preferences.

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

Note: this documentation is required by [2 C.F.R. 200.325](#) 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, management, and administration of contracts, including rationale for the method of procurement, selection of contract type, contractor selection or rejection, the basis for the contract price, contract, progress reports and invoices.

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

Please Check: Yes  No

N/A

4. 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

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains oversight of consultants to ensure that work is being performed in accordance with the terms, conditions and specifications of contracts through regularly scheduled monthly progress meetings.

5. Does the MPO's contracts include all required federal and state language from the MPO Agreement?

Please Check: Yes  No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area contracts include all required federal and state language from the Meropolitan Planning Organization Joint Participation Agreement with the Florida Department of Transportation.

6. Does the MPO follow the 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.

7. Does the MPO use the Equal Opportunity Compliance (EOC) system to ensure that consultants are entering bidders opportunity list information, as well as accurately and regularly accept 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.

8. The MPO must be prepared to use the Grant Application Process (GAP) to record their professional services contract information starting on July 1, 2022. Has the MPO staff been trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete (Recordings are available on the FDOT Local Programs [webpage](#)).

Please Check: Yes  No

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff will complete GAP system training by June 30, 2022.

9. 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.

10. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

**Please Check:** Yes  No  N/A

11. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

**Please Check:** Yes  No  N/A

12. Please identify all locally required preference programs applied to contract awards by local ordinance or rule that will need to be removed from Federal-Aid solicitations and contract.

- a)  Minority business
- b)  Local business
- c)  Disadvantaged business
- d)  Small business
- e)  Location (physical location in proximity to the jurisdiction)
- f)  Materials purchasing (physical location or supplier)

- g)  Locally adopted wage rates
- h)  Other: \_\_\_\_\_

13. Do the MPO contracts only permit the use of the approved FDOT race-neutral program?

Please Check: Yes  No  N/A

14. Do the MPO contracts specify the race neutral or 'aspirational' goal of 10.65%?

Please Check: Yes  No  N/A

15. Are the MPO contracts free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes  No  N/A

16. Do the MPO contracts contain required civil rights clauses, including:

- a. Nondiscrimination in contracting statement (49 CFR 26.13)
- b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
- c. FDOT DBE specifications

Please Check: Yes  No  N/A

## Part 1 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 2021 traffic count data; and
2. Annual Transit Ridership Report for 2021 ridership data.

Due to the persistence of the COVID-19 Public Health Emergency, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area:

3. Conducted off-site, hybrid (on-site and virtual) and virtual staffing and hybrid and virtual public meetings, public workshops and public hearings in accordance with its Continuity of Operations Plan;
4. Conducted hybrid and virtual public meetings and public workshops in accordance with its Public Involvement Plan;

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area completed, transmitted and posted its Year 2045 Long-Range Transportation Plan Final Report.



## **Part 1 Section 6: MPO Comments**

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


The Metropolitan Transportation Planning Organization currently has a Unified Planning Work Program task to update its website. The website is scheduled to be updated by September 30, 2022.





April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Unified Planning Work Program  
Fiscal Year 2022-23 and Fiscal Year 2023-24

JOINT RECOMMENDATIONS

**The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization approve Resolution No. 2022-02 (Exhibit 1) and the Unified Planning Work Program for Fiscal Years 2022-23 and 2023-24 (Exhibit 2), including authorizing the Chair to sign necessary Unified Planning Work Program certificates and assurances (Exhibits 3-7) and with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff, by approval of the attached Resolution No. 2022-02.**

BACKGROUND

In order to receive federal transportation planning funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to approve a Unified Planning Work Program every two years. 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.

Listed below is the link to draft Unified Planning Work Program.

[http://ncfrpc.org/mtpo/FullPackets/TAC\\_CAC/2022/UPWP\\_2023\\_2024\\_dft.pdf](http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2022/UPWP_2023_2024_dft.pdf)

Attachments



**EXHIBIT 1**

RESOLUTION NO. 2022-02

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA APPROVING THE FISCAL YEARS 2022-23 AND 2023-24 UNIFIED PLANNING WORK PROGRAM WITH FEDERAL HIGHWAY ADMINISTRATION PLANNING-FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) CONSOLIDATED PLANNING GRANT FUNDS IN THE AMOUNT OF \$843,222.00, FEDERAL HIGHWAY ADMINISTRATION PLANNING CARRY FORWARD PLANNING FUNDS IN THE AMOUNT OF \$401,222.00 AND FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) CARRY FORWARD TRANSIT PLANNING FUNDS IN THE AMOUNT OF \$100,744.00 FOR FISCAL YEAR 2022-23 AND FEDERAL HIGHWAY ADMINISTRATION PLANNING-FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) CONSOLIDATED PLANNING GRANT FUNDS IN THE AMOUNT OF \$793,553.00 FOR FISCAL YEAR 2023-24 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO APPROVE PLANNING ACTIVITY MODIFICATIONS THAT DO NOT CHANGE THE OVERALL BUDGET OR SCOPE OF WORK TASKS REGARDING FISCAL YEAR 2022-23 AND FISCAL YEAR 2023-24 PLANNING FUNDS IN ALACHUA COUNTY, FLORIDA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated Metropolitan Planning Organization, is entitled to receive Fiscal Years 2022-23 and 2023-24 Federal Highway Administration metropolitan planning funds in Alachua County in order to develop, in cooperation with the state and public transit operators, transportation plans and programs for the Gainesville Metropolitan Area: that provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities; that utilize a process for developing such plans that provides consideration of all modes of transportation; that shall be continuing, cooperative and comprehensive, to the degree appropriate, based on the complexity of transportation problems to be addressed; that ensure that the process is integrated with the statewide planning process; and that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state and regional transportation functions, including those facilities on the Strategic Intermodal System as designated under Section 339.63, Florida Statutes.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated metropolitan planning organization, shall develop, in cooperation with the Florida Department of Transportation and public transportation providers, a unified planning work program that lists all planning tasks to be undertaken during Fiscal Year 2022-23 and Fiscal Year 2023-24 that must provide a complete description of each planning task and an estimated budget therefor and must comply with applicable state and federal law; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has prepared the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program that includes required Assurances and Certifications and will then seek reimbursement of funds for implementation of said unified planning work program from the Florida Department of Transportation.

NOW THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA:

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to approve the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program.
2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves and authorizes its Chair to sign the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in order to implement metropolitan planning work tasks and activities in and affecting Alachua County, Florida (Federal Project Identification Number- 0241-060-M).
3. That the Fiscal Year 2022-23 Unified Planning Work Program estimated budget includes one million five hundred thirty-five thousand twenty-four dollars and no cents (\$1,535,024.00) which represents eight hundred forty-three thousand two hundred twenty-two dollars and no cents (\$843,222.00) Federal Highway Administration-Federal Transit Administration consolidated planning grant funds, four hundred one thousand two hundred twenty-two dollars and no cents (\$401,222.00) Federal Highway Administration carry forward grant funds and two hundred ninety thousand five hundred eighty dollars and no cents (\$290,580.00) state soft matching funds for Fiscal Year 2022-23 (Florida Department of Transportation Project Identification Number- 439318-4-14-01).
4. That the Fiscal Year 2023-24 Unified Planning Work Program estimated budget includes nine hundred seventy-eight thousand eight hundred fifty dollars and no cents (\$978,850.00) which represents seven hundred ninety-three thousand five hundred fifty-three dollars and no cents (\$793,553.00) Federal Highway Administration-Federal Transit Administration consolidated planning grant funds and one hundred eighty-five thousand two hundred ninety-seven dollars and no cents (\$185,297.00) state soft matching funds for Fiscal Year 2023-24 (Florida Department of Transportation Project Identification Number- 439318-4-14-01).
5. That the amount of reimbursement for federal highway planning is not to exceed one million two hundred forty-four thousand four hundred forty-four dollars and no cents (\$1,244,444.00) in Fiscal Year 2022-23 and seven hundred ninety-three thousand five hundred fifty-three dollars and no cents (\$793,553.00) in Fiscal Year 2023-24 which represents the Federal Highway Administration/Federal Transit Administration consolidated planning grant and Federal Highway Administration portions for unified planning work program implementation.
6. That the Fiscal Year 2022-23 Unified Planning Work Program includes carry forward Federal Transit Administration Section 5305(d) grant funds with a budget of one hundred thousand seven hundred forty-four dollars and no cents (\$100,744.00) in Federal Transit Administration funds (80 percent) that would be matched with an amended amount of twenty-five thousand ninety-three dollars and no cents (\$25,093.00) Florida Department of Transportation toll credits soft matching funds (twenty percent state and local matching funds) for Fiscal Year 2022-23.
7. That the amount of reimbursement for federal transit planning is not to exceed an amended amount of one hundred thousand seven hundred forty-four dollars and no cents (\$100,744.00) which represents the Federal Transit Administration grant award amount for projects in support of the unified planning work program implementation carried forward to Fiscal Year 2022-23.
8. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director, in consultation with the Florida Department of Transportation, to modify the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program to address review federal and state agency comments.

9. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute Assurances, Certifications, and all other documents as may be required to implement the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program.

10. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to make modifications to the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program that do not change the approved Federal Highway Administration overall budget and the Federal Transit Administration overall grant funding; and do not change the scope of work task(s); or do not delete a work task(s).

11. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to sign the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program that has been revised either by modification by the Executive Director or amendment by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

12. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any Florida Department of Transportation Unified Planning Work Program Revision Form and transmit said form and supporting documentation to the Florida Department of Transportation when the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program has been revised either by modification by the Executive Director or amendment approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

13. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 25th day of April, A.D., 2022.

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION FOR THE  
GAINESVILLE URBANIZED AREA

---

Charles S. Chestnut IV, Chair

ATTEST:

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Mary Alford, Secretary/Treasurer

APPROVED AS TO FORM

---

Corbin Hanson, Attorney  
Metropolitan Transportation Planning Organization  
For the Gainesville Urbanized Area

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CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution No. 2022-02, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 25th day of April, A.D., 2022.

WITNESS my hand this 25th day of April, A.D., 2022.

\_\_\_\_\_  
Mary Alford, Secretary/Treasurer



EXHIBIT 3

**Federal Fiscal Years 2022-23 and 2023-24  
Title VI / Nondiscrimination Policy Statement**

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

	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	4/25/22
Charles S, Chestnut IV, Chair	Name of Metropolitan Planning Organization	Date



## EXHIBIT 4

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

### TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Gainesville MTPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Gainesville MTPO further assures FDOT that it will undertake the following with respect to its programs and activities:

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

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

\_\_\_\_\_  
Name: Charles S. Chestnut IV  
Title: Chair

\_\_\_\_\_  
Date



FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**APPENDICES A and E**

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
  - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
  - b. Cancellation, termination or suspension of the contract, in whole or in part.

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

525-010-08  
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05/18

- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

**EXHIBIT 5**

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**DEBARMENT and SUSPENSION CERTIFICATION**

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

(1) The Gainesville MTPO hereby certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
- (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
- (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.

(2) The Gainesville MTPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

\_\_\_\_\_  
Name: Charles S. Chestnut IV  
Title: Chair

04/25/22  
Date





**EXHIBIT 6**

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS**

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Gainesville MTPO that:

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

\_\_\_\_\_  
Name: Charles S. Chestnut IV  
Title: Chair

04/25/22  
\_\_\_\_\_  
Date



**EXHIBIT 7**

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION**

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

The Gainesville MTPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Gainesville MTPO, in a non-discriminatory environment.

The Gainesville MTPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code

\_\_\_\_\_  
Name: Charles S. Chestnut IV  
Title: Chair

04/25/22  
\_\_\_\_\_  
Date





**CA.5**

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April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Consolidated Planning Grant Agreement - Fiscal Year 2022-23 and Fiscal Year 2023-24

STAFF RECOMMENDATION

**Authorize the Chair to sign Exhibits 1 and 2 Consolidated Planning Grant Metropolitan Planning Organization Agreement documents by adopting attached Resolution No. 2022-03.**

BACKGROUND

Every two years, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area enters into a Metropolitan Planning Organization Agreement with the Florida Department of Transportation in order to receive Federal Highway Administration planning funds. This agreement coincides with the Unified Planning Work Program developed by the Metropolitan Transportation Planning Organization. Attached are the following documents that need to be executed and submitted by the Chair:

1. Metropolitan Planning Organization Agreement (see Exhibit 1); and
2. Resolution No. 2022-03 (see Exhibit - Consent Agenda Addendum Item CA.5).

Attachments

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**EXHIBIT 1**  
 STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

Financial Project No.: <u>439318-4-14-01</u> (item-segment-phase-sequence)	Fund: <u>PL</u> Function: <u>215</u> Federal Award Identification No. (FAIN): <u>0241-060-M</u> MPO SAM No.: <u>DMMWYZ6LQGF7</u>	FLAIR Approp.: <u>088854</u> FLAIR Obj.: <u>780000</u> Org. Code: <u>55022010230</u> Vendor No.: <u>VF591834302002</u>
Contract No.: _____ CFDA Number & Title: <u>20.205 FHWA Highway Planning and Construction</u>		

THIS METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Agreement) is made and entered into on this 1st day of July 2022, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, 1109 South Marion Avenue, Lake City, FL 32025 and the Metropolitan planning organization for the Gainesville Urbanized Area (MPO), whose address is 2009 NW 67<sup>th</sup> Place, Gainesville, FL 32653, and whose System for Award Management (SAM) Number is: DMMWYZ6LQGF7 (collectively the "parties").

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

1. **Authority:** The MPO and the Department have authority to enter into this Agreement pursuant to 23 U.S.C. 134, 23 Code of Federal Regulations (CFR or C.F.R.) §450 and Section 339.175, Florida Statutes (F.S.), which, require the Department and the MPO to clearly identify the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process and accomplish the transportation planning requirements of state and federal law.
2. **Purpose of the Agreement:** The purpose of this Agreement is to pass financial assistance through the Department in the form of FHWA funds to the MPO for the completion of transportation related planning activities set forth in the Unified Planning Work Program (UPWP) of the MPO (Project), state the terms and conditions upon which FHWA funds will be provided, and set forth the manner in which work tasks and subtasks within the UPWP will be undertaken and completed. The Project is more fully described in the UPWP, which is attached and incorporated into this Agreement as Exhibit "A".
3. **Consolidated Planning Grant (CPG):** The Department is electing to participate in the Consolidated Planning Grant (CPG) program starting with the State fiscal year (FY) 22/23 – 23/24 two-year UPWP cycle. The Department is selecting FHWA to serve as the CPG lead grant agency in accordance with FTA Circular 8100.D. Under the CPG, the FTA and FHWA annually deliver lump sum appropriations to the Department to allocate to MPOs for the metropolitan planning activities. The federal funds are delivered to the Department in the form of FTA 5305(d) and FHWA planning (PL). The Department will utilize the CPG to combine the FTA 5305(d) and FHWA PL MPO allocations into a single grant that is administered by FHWA. The Department calculates annual MPO funding allocations using the approved FTA 5305(d) and FHWA allocation formulas.
4. **Scope of Work:** The UPWP, Exhibit "A", constitutes the Scope of Work for this Agreement.
5. **Project Cost:** The total budgetary ceiling for the Project is \$2,037,997. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit "A". The budget may be modified by mutual agreement as provided for in paragraph 9, Amendments.

The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

FINANCIAL PROJECT NO.	AMOUNT
<u>439318-4-14-01</u>	<u>1,636,775</u>
<u>439318-4-14-01</u>	<u>401,222 (Balance from previous closeout)</u>
	<u>67</u>

6. **Non-federal Share:** PL & Surface Transportation Block Grant (STBG) Funds (FHWA Section 112): The Department uses the U.S. Department of Transportation sliding scale federal/non-federal match ratio for metropolitan planning funds. This ratio is 81.93 percent federal and 18.07 percent non-federal. It is the policy of the Department to fulfill the non-federal share or “soft match” with toll credits as authorized by Title 23 U.S.C. § 120 conditional on funding availability. The MPO must identify and describe the soft match in its 2-year UPWP introduction and show the total amount of toll credits used to match the FHWA funds in the UPWP Summary Budget Tables.
7. **Term of Agreement:** This Agreement shall have a term of two (2) years. This Agreement shall begin on the later of July 1, 2022 or the date the Agreement is fully executed, whichever is later, and expire on June 30, 2024. If the Agreement is fully executed after July 1, 2022, then the term of the Agreement shall be less than two (2) years and the Agreement shall expire on June 30, 2024. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed after the expiration date of this Agreement will not be reimbursed by the Department.
8. **Renewals and Extensions:** This Agreement shall not be renewed or extended.
9. **Amendments:** Amendments may be made during the term of this Agreement. Any Amendment must be in writing and signed by both parties with the same formalities as the original Agreement.
  - A. **Amendments and Modifications to the UPWP:** Revisions to the UPWP require an Amendment or Modification. Revisions may be budgetary and/or programmatic; and may be major or minor in scale. Minor UPWP revisions are processed by the MPO as a Modification, whereas more significant or major UPWP revisions are processed by the MPO as an Amendment. A significant change is defined as a change to the UPWP that alters the original intent of the Project or the intended Project outcome. MPO’s shall process UPWP Modifications or Amendments as needed.

The following section further clarifies the actions necessitating UPWP Amendments and Modifications, which are thereby defined as significant changes.

**i. Amendments to the UPWP**

UPWP Amendments are required for the following actions per 2 CFR 200.308 and 49 CFR 18.30:

- a. Any revision resulting in the need to increase the UPWP budget ceiling by adding new funding or reducing overall approved funding;
- b. Adding new or deleting tasks/subtasks;
- c. Change in the scope or objective of the program/task even if there is no associated budget revision (this also applies to when a task scope changes);
- d. A transfer between tasks/sub-tasks that exceeds a combined amount equal or greater than \$100,000 OR 10% of the total budget, whichever is more restrictive;
- e. Reducing the budget of a task/sub-task more than 50 percent, or to the point a task/sub-task could not be accomplished as it was originally approved;
- f. Change in key person\*;
- g. Extending the period of performance past the approved work program period (i.e., no-cost time extension);
- h. Sub awarding, transferring, or contracting out any of the activities in the UPWP;
- i. The disengagement from a project for more than 3 months, or a 25 percent reduction in time devoted to the project by the approved project director or principal investigator,
- j. The inclusion of costs that require prior approval (e.g. capital and equipment purchases \$5,000 and above per unit cost).

**ii. Modifications to the UPWP**

UPWP changes that do not fall into the above categories may be processed as a Modification.

\* A key person is specified in the application or federal award. For the UPWP, the key person is the MPO’s staff director.



- iii. If the MPO makes a modification to the UPWP budget, then the MPO shall immediately send any such modifications to the Department. Amendments to the UPWP must be approved by FHWA. Proposed amendments to the UPWP shall be filed with the Department. Within a reasonable amount of time, the Department shall review and transmit the proposed UPWP amendment and supporting documents to the FHWA with a recommendation for approval or denial. Transmittal of the proposed UPWP amendment and supporting documents to FHWA may be delayed by the Department due to the MPO failing to include all documentation required for the UPWP Amendment. The Department shall immediately forward to the MPO all correspondence that the Department receives from FHWA regarding the proposed UPWP amendment. If FHWA approves the amendment to the UPWP then this Agreement and supporting documentation must be amended immediately following such approval.

#### **10. General Requirements:**

- A. The MPO shall complete the Project with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement, the Interlocal Agreement establishing the MPO, and all applicable laws.
- B. Federal-aid funds shall not participate in any cost which is not incurred 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 the Division Administrator of FHWA. If FHWA or the Department determines that any amount claimed is not eligible, federal participation may be approved in the amount determined to be adequately supported and the Department shall notify the MPO in writing citing the reasons why items and amounts are not eligible for federal participation. Where correctable non-compliance with provisions of law or FHWA requirements exists, Federal funds may be withheld until compliance is obtained. Where non-compliance is not correctable, FHWA or the Department may deny participation in Project costs in part or in total. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- C. The MPO's financial management system must comply with the requirements set forth in 2 CFR §200.302, specifically:
  - i. Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received.
  - ii. Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in §§200.327 Financial reporting and 200.328 Monitoring and reporting program performance.
  - iii. Records that identify adequately the source and application of funds for federally-funded activities. These records must contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation.
  - iv. Effective control over, and accountability for, all funds, property, and other assets.
  - v. Comparison of expenditures with budget amounts for each Federal award.
  - vi. Written procedures to implement the requirements of §200.305 Payment.
  - vii. Written procedures for determining the allowability of costs in accordance with Subpart E—Cost Principles of this part and the terms and conditions of the Federal award.

#### **11. Compensation and Payment:**

- A. The Department shall reimburse the MPO for costs incurred to perform services satisfactorily during a monthly or quarterly period in accordance with Scope of Work, Exhibit "A". Reimbursement is limited to the maximum amount authorized by the Department. The MPO shall submit a request for reimbursement to the Department on a quarterly or monthly basis. Requests for reimbursement by the MPO shall include an invoice, an itemized expenditure report, and progress report for the period of services being billed that are acceptable to the Department. The MPO shall use the format for the invoice, itemized expenditure

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

report and progress report that is approved by the Department. The MPO shall provide any other data required by FHWA or the Department to justify and support the payment requested.

- B. Pursuant to Section 287.058, Florida Statutes, the MPO shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project and the quantifiable, measurable, and verifiable units of deliverables are described in Exhibit "A".
- C. Invoices shall be submitted by the MPO in detail sufficient for a proper pre-audit and post-audit based on the quantifiable, measurable and verifiable units of deliverables as established in Exhibit "A". Deliverables must be received and accepted in writing by the Department's Grant Manager prior to payments.
- D. The Department will honor requests for reimbursement to the MPO for eligible costs in the amount of FHWA funds approved for reimbursement in the UPWP and made available by FHWA. The Department may suspend or terminate payment for that portion of the Project which FHWA, or the Department acting in lieu of FHWA, may designate as ineligible for federal-aid. Regarding eligible costs, whichever requirement is stricter between federal and State of Florida requirements shall control. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- E. Supporting documentation must establish that the deliverables were received and accepted in writing by the MPO and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in the UPWP, Exhibit "A", was met. All costs charged to the Project, including any approved services contributed by the MPO or others, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges. See Exhibit "D" for Contract Payment Requirements.
- F. Bills for travel expenses specifically authorized in this Agreement shall be documented on the Department's Contractor Travel Form No. 300-000-06 or on a form that was previously submitted to the Department's Comptroller and approved by the Department of Financial Services. Bills for travel expenses specifically authorized in this Agreement will be paid in accordance with Section 112.061 Florida Statutes.
- G. Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes. If the Department determines that the performance of the MPO fails to meet minimum performance levels, the Department shall notify the MPO of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The MPO shall, within sixty (60) days after notice from the Department, provide the Department with a corrective action plan describing how the MPO will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the MPO shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the MPO resolves the deficiency. If the deficiency is subsequently resolved, the MPO may bill the Department for the retained amount during the next billing period. If the MPO is unable to resolve the deficiency, the funds retained may be forfeited at the end of the Agreement's term.
- H. An invoice submitted to the Department involving the expenditure of metropolitan planning funds ("PL funds") is required by Federal law to be reviewed by the Department and issued a payment by the Department of Financial Services within 15 business days of receipt by the Department for review. If the invoice is not complete or lacks information necessary for processing, it will be returned to the MPO, and the 15-business day timeframe for processing will start over upon receipt of the resubmitted invoice by the Department. If there is a case of a bona fide dispute, the invoice recorded in the financial system of the Department shall contain a statement of the dispute and authorize payment only in the amount not disputed. If an item is disputed and is not paid, a separate invoice could be submitted requesting reimbursement, or the disputed item/amount could be included/added to a subsequent invoice.

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- I. Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request. Records of costs incurred include the MPO's general accounting records and the Project records, together with supporting documents and records, of the consultant and all subconsultants performing work on the Project, and all other records of the Consultants and subconsultants considered necessary by the Department for a proper audit of costs.
- J. The MPO must timely submit invoices and documents necessary for the close out of the Project. Within 90 days of the expiration or termination of the grant of FHWA funds for the UPWP, the MPO shall submit the final invoice and all financial, performance, and related reports consistent with 2 CFR §200.
- K. The Department's performance and obligation to pay under this Agreement is also contingent upon FHWA making funds available and approving the expenditure of such funds.
- L. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."

- M. **Disallowed Costs:** In determining the amount of the payment, the Department will exclude all Project costs incurred by the MPO prior to the effective date of this Agreement, costs incurred by the MPO which are not provided for in the latest approved budget for the Project, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department. It is agreed by the MPO that where official audits by the federal agencies or monitoring by the Department discloses that the MPO has been reimbursed by the Department for ineligible work, under applicable federal and state regulations, that the value of such ineligible items may be deducted by the Department from subsequent reimbursement requests following determination of ineligibility. Upon receipt of a notice of ineligible items the MPO may present evidence supporting the propriety of the questioned reimbursements. Such evidence will be evaluated by the Department, and the MPO will be given final notification of the amounts, if any, to be deducted from subsequent reimbursement requests.

In addition, the MPO agrees to promptly reimburse the Department for any and all amounts for which the Department has made payment to the MPO if such amounts become ineligible, disqualified, or disallowed for federal reimbursement due to any act, error, omission, or negligence of the MPO. This includes omission or deficient documentation of costs and charges, untimely, incomplete, or insufficient submittals, or any other reason declared by the applicable Federal Agency.

Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.

- N. If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the MPO owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 16 of this Agreement.

- O. **Indirect Costs:** A state or federally approved indirect cost rate may be applied to the Agreement. If the MPO does not have a federally approved indirect cost rate, a rate up to the de minimis indirect cost rate of 10% of modified total direct costs may be applied. The MPO may opt to request no indirect cost rate, even if it has a federally approved indirect cost rate.

**12. Procurement and Contracts of the MPO:**

- A. The procurement, use, and disposition of real property, equipment and supplies shall be consistent with the approved UPWP and in accordance with the requirements of 2 CFR §200.
- B. It is understood and agreed by the parties to this Agreement that participation by the Department in a project with the MPO, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the MPO's complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 C.F.R. 172, and 23 U.S.C. 112. At the discretion of the Department, the MPO will involve the Department, to an extent to be determined by the Department, in the consultant selection process for all projects funded under this Agreement. In all cases, the MPO shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act and the federal Brooks Act.
- C. The MPO shall comply with, and require its consultants and contractors to comply with applicable federal law pertaining to the use of federal-aid funds.

**13. Audit Reports:** The administration of resources awarded through the Department to the MPO by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or limit the authority of any State agency inspector general, the State of Florida Auditor General or any other State official. The MPO shall comply with all audit and audit reporting requirements as specified below.

- A. In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the MPO agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The MPO further agrees to comply and cooperate with any inspections, reviews, investigations or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO) or State of Florida Auditor General.
- B. The MPO, a non-Federal entity as defined by 2 CFR Part 200, Subpart F – Audit Requirements, as a subrecipient of a Federal award awarded by the Department through this Agreement is subject to the following requirements:
  - i. In the event the MPO expends a total amount of Federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the MPO must have a Federal single or program-specific audit for such fiscal year conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. **Exhibit "B", Federal Financial Assistance (Single Audit Act)**, to this Agreement provides the required Federal award identification information needed by the MPO to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining Federal awards expended in a fiscal year, the MPO must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this part.

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- ii. In connection with the audit requirements, the MPO shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.
- iii. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards, the MPO is exempt from Federal audit requirements for that fiscal year. However, the MPO must provide a single audit exemption statement to the Department at [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) no later than nine months after the end of the MPO's audit period for each applicable audit year. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-Federal resources (*i.e.*, the cost of such an audit must be paid from the MPO's resources obtained from other than Federal entities).
- iv. The MPO must electronically submit to the Federal Audit Clearinghouse (FAC) at <https://harvester.census.gov/facweb/> the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.
- v. Within six months of acceptance of the audit report by the FAC, the Department will review the MPO's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the MPO fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:
  - 1. Temporarily withhold cash payments pending correction of the deficiency by the MPO or more severe enforcement action by the Department;
  - 2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
  - 3. Wholly or partly suspend or terminate the Federal award;
  - 4. Initiate suspension or debarment proceedings as authorized under 2 C.F.R. Part 180 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
  - 5. Withhold further Federal awards for the Project or program;
  - 6. Take other remedies that may be legally available.
- vi. As a condition of receiving this Federal award, the MPO shall permit the Department, or its designee, the CFO or State of Florida Auditor General access to the MPO's records including financial statements, the independent auditor's working papers and Project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.
- vii. The Department's contact information for requirements under this part is as follows:

Office of Comptroller  
605 Suwannee Street, MS 24  
Tallahassee, Florida 32399-0450  
[FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us)

C. The MPO shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, the CFO or State of Florida Auditor General access to such records upon request. The MPO shall ensure that the audit working papers are made available to the Department, or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department.

**14. Termination or Suspension:** The Department may, by written notice to the MPO, suspend any or all of the MPO's obligations under this Agreement for the MPO's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Department will provide written notice outlining the particulars of suspension.

The Department may terminate this Agreement at any time before the date of completion if the MPO is dissolved or if federal funds cease to be available. In addition, the Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.

The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.

Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.

The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

The Department reserves the right to unilaterally cancel this Agreement for refusal by the MPO or any consultant, sub-consultant or materials vendor to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received in conjunction with this Agreement unless the records are confidential or exempt.

The conflict and dispute resolution process set forth in Section 16 of this Agreement shall not delay or stop the Parties' rights to terminate the Agreement.

**15. Remedies:** Violation or breach of Agreement terms by the MPO shall be grounds for termination of the Agreement. Any costs incurred by the Department arising from the termination of this Agreement shall be paid by the MPO.

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

**16. Conflict and Dispute Resolution Process:** This section shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. If possible, the parties shall attempt to resolve any dispute or conflict within thirty (30) days of a determination of a dispute or conflict. This section shall not delay or stop the Parties' rights to terminate the Agreement. In addition, notwithstanding that a conflict or dispute may be pending resolution, this section shall not delay or stop the Department from performing the following actions pursuant to its rights under this Agreement: deny payments; disallow costs; deduct the value of ineligible work from subsequent reimbursement requests, or; offset pursuant to Section 11.N of this Agreement.

**A. Initial Resolution:** The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials: for the Department - the Intermodal Systems Development Manager; and

for the MPO - the Staff Director.

- B. Resolution by Senior Agency Official:** If the conflict remains unresolved, the conflict shall be resolved by the following officials: for the Department - the District Secretary; and for the North Florida TPO - the Chairperson of the MPO.
- C. Resolution of Conflict by the Agency Secretary:** If the conflict is not resolved through conflict resolution pursuant to the provisions, "Initial Resolution" and "Resolution by Senior Agency Official" above, the conflict shall be resolved by the Secretary for the Department of Transportation or their delegate. If the MPO does not agree with the resolution provided by the Secretary for the Department of Transportation, the parties may pursue any other remedies set forth in this Agreement or provided by law.
- 17. Disadvantaged Business Enterprise (DBE) Policy and Obligation:** It is the policy of the Department that DBE's, as defined in 49 C.F.R. Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement.

The MPO and its contractors and consultants agree to ensure that DBE's have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance with applicable federal and state laws and regulations to ensure that the DBE's have the opportunity to compete for and perform contracts. The MPO and its contractors, consultants, subcontractors and subconsultants shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

**18. Compliance with Federal Conditions and Laws:**

- A.** The MPO shall comply and require its consultants and subconsultants to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project. Execution of this Agreement constitutes a certification that the MPO is in compliance with, and will require its consultants and subconsultants to comply with, all requirements imposed by applicable federal, state, and local laws and regulations.
- B.** The MPO shall comply with the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," in 49 C.F.R. Part 29, and 2 C.F.R. Part 200 when applicable and include applicable required provisions in all contracts and subcontracts entered into pursuant to this Agreement.
- C. Title VI Assurances:** The MPO will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, the regulations of the U.S. Department of Transportation issued thereunder, and the assurance by the MPO pursuant thereto, including but not limited to the requirements set forth in Exhibit "C", Title VI Assurances. The MPO shall include the attached Exhibit "C", Title VI Assurances, in all contracts with consultants and contractors performing work on the Project that ensure compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Part 21, and related statutes and regulations.
- D. Restrictions on Lobbying** The MPO agrees that to no federally-appropriated funds have been paid, or will be paid by or on behalf of the MPO, to any person for influencing or attempting to influence any officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement. If any funds other than federally-appropriated funds have been paid by the MPO to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. The MPO shall require that the language of this paragraph be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. No funds received pursuant to this Agreement may be expended for lobbying the Legislature, the judicial branch or a state agency.

E. The MPO must comply with FHWA's Conflicts of Interest requirements set forth in 23 CFR §1.33.

**19. Restrictions, Prohibitions, Controls, and Labor Provisions:** During the performance of this Agreement, the MPO agrees as follows, and shall require the following provisions to be included in each contract and subcontract entered into pursuant to this Agreement :

- A. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- B. In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.
- C. An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the MPO.
- D. Neither the MPO nor any of its contractors and consultants or their subcontractors and subconsultants shall enter into any contract, subcontract or arrangement in connection with the Project or any property included or planned to be included in the Project in which any member, officer or employee of the MPO or the entities that are part of the MPO during tenure or for 2 years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the MPO, the MPO, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the MPO or the locality relating to such contract, subcontract or arrangement. The MPO shall insert in all contracts entered into in connection with the Project or any property included or planned to be included in any Project, and shall require its contractors and consultants to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the MPO or of the locality during his or her tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the MPO and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

- E. No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

**20. Miscellaneous Provisions:**

**A. Public Records:**

- i. The MPO shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the MPO in conjunction with this Agreement, unless such documents are exempt from public access or are confidential pursuant to state and federal law. Failure by the MPO to grant such public access shall be



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grounds for immediate unilateral cancellation of this Agreement by the Department.

- ii. In addition, the MPO shall comply with the requirements of section 119.0701, Florida Statutes.
- B. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the provisions of this Agreement..
- C. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.
- D. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.
- E. By execution of the Agreement, the MPO represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.
- F. Nothing in the Agreement shall require the MPO to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the MPO will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the MPO to the end that the MPO may proceed as soon as possible with the Project.
- G. The MPO shall comply with all applicable federal guidelines, procedures, and regulations. If at any time a review conducted by Department and or FHWA reveals that the applicable federal guidelines, procedures, and regulations were not followed by the MPO and FHWA requires reimbursement of the funds, the MPO will be responsible for repayment to the Department of all funds awarded under the terms of this Agreement.
- H. The MPO:
  - i. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by MPO during the term of the contract; and
  - ii. shall expressly require any contractor, consultant, subcontractors and subconsultants performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor or subconsultant during the contract term.
- I. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.
- J. The parties agree to comply with s.20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with s.20.055(5), Florida Statutes.
- K. This Agreement and any claims arising out of this Agreement shall be governed by the laws of the United States and the State of Florida.

**21. Exhibits:** The following Exhibits are attached and incorporated into this Agreement:

- A. Exhibit "A", UPWP
- B. Exhibit "B", Federal Financial Assistance (Single Audit Act)

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- C. Exhibit "C", Title VI Assurances
- D. Exhibit "D", Contract Payment Requirements

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

MPO

Florida Department of Transportation

Gainesville MTPO

MPO Name

\_\_\_\_\_  
Signatory (Printed or Typed)

\_\_\_\_\_  
Department of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Legal Review  
MPO

\_\_\_\_\_  
Legal Review  
Department of Transportation

**EXHIBIT “B”**

**FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)**

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:**

**CFDA No.:** 20.205

**CFDA Title:** HIGHWAY PLANNING AND CONSTRUCTION  
Federal-Aid Highway Program, Federal Lands Highway Program

**\*Award Amount:** \$2,037,997

**Awarding Agency:** Florida Department of Transportation

**Indirect Cost Rate:** na

**\*\*Award is for R&D:** No

\*The federal award amount may change with supplemental agreements

\*\*Research and Development as defined at §200.87, 2 CFR Part 200

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING  
AUDIT REQUIREMENTS:**

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards  
[www.ecfr.gov](http://www.ecfr.gov)

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE  
FOLLOWING:**

Title 23 – Highways, United States Code  
<http://uscode.house.gov/browse.xhtml>

Title 49 – Transportation, United States Code  
<http://uscode.house.gov/browse.xhtml>

MAP-21 – Moving Ahead for Progress in the 21<sup>st</sup> Century, P.L. 112-141  
[www.dot.gov/map21](http://www.dot.gov/map21)

Federal Highway Administration – Florida Division  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)  
[www.fsr.gov](http://www.fsr.gov)

**Exhibit "C"**  
**TITLE VI ASSURANCES**

During the performance of this Agreement, the MPO, for itself, its assignees and successors in interest (hereinafter collectively referred to as the "contractor") agrees as follows:

- (1.) **Compliance with REGULATIONS:** The contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT) *Title 49, Code of Federal Regulations, Part 21*, as they may be amended from time to time, (hereinafter referred to as the **REGULATIONS**), which are herein incorporated by reference and made a part of this contract.
- (2.) **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the basis of race, color, national origin, or sex in the selection and retention of sub-contractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by *Section 21.5* of the **REGULATIONS**, including employment practices when the contract covers a program set forth in *Appendix B* of the **REGULATIONS**.
- (3.) **Solicitations for Sub-contractors, including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under sub-contract, including procurements of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the **REGULATIONS** relative to nondiscrimination on the basis of race, color, national origin, or sex.
- (4.) **Information and Reports:** The contractor shall provide all information and reports required by the **REGULATIONS** or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such **REGULATIONS**, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the *Florida Department of Transportation*, or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Florida Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:
  - a. withholding of payments to the contractor under the contract until the contractor complies, and/or
  - b. cancellation, termination or suspension of the contract, in whole or in part.
- (6.) **Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (7) in every sub-contract, including procurements of materials and leases of equipment, unless exempt by the **REGULATIONS**, or directives issued pursuant thereto. The contractor shall take such action with respect to any sub-contract or procurement as the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7.) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

**Exhibit “D”**  
**CONTRACT PAYMENT REQUIREMENTS**  
**Florida Department of Financial Services, Reference Guide for State Expenditures**  
**Cost Reimbursement Contracts**

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

**Salaries:** Timesheets that support the hours worked on the Project or activity must be kept. A payroll register, or similar documentation should be maintained. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

**Fringe benefits:** Fringe benefits should be supported by invoices showing the amount paid on behalf of the employee, e.g., insurance premiums paid. If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown. Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

**Travel:** Reimbursement for travel must be in accordance with s. 112.061, F.S., which includes submission of the claim on the approved state travel voucher along with supporting receipts and invoices.

**Other direct costs:** Reimbursement will be made based on paid invoices/receipts and proof of payment processing (cancelled/processed checks and bank statements). If nonexpendable property is purchased using state funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with DMS Rule 60A-1.017, F.A.C., regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in s. 273.02, F.S., for subsequent transfer to the State.

**Indirect costs:** If the contract stipulates that indirect costs will be paid based on a specified rate, then the calculation should be shown. Indirect costs must be in the approved agreement budget and the entity must be able to demonstrate that the costs are not duplicated elsewhere as direct costs. All indirect cost rates must be evaluated for reasonableness and for allowability and must be allocated consistently.


**Contracts between state agencies may submit alternative documentation to substantiate the reimbursement request, which may be in the form of FLAIR reports or other detailed reports.**

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address <https://www.myfloridacfo.com/Division/AA/Manuals/documents/ReferenceGuideforStateExpenditures.pdf>.



March 30, 2022

TO: Bicycle/Pedestrian Advisory Board  
Citizens Advisory Committee  
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Public Transportation Safety Targets - 2022

STAFF RECOMMENDATION

**Recommend that the Metropolitan Transportation Planning Organization set the Public Transportation Safety Performance Targets consistent with the Regional Transit System Targets shown in the attached Exhibit 1 and transmit to the Florida Department of Transportation.**

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act and Bipartisan Infrastructure Law continue the implementation of the performance measures federal legislation.

Staff has been coordinating with the Regional Transit System concerning transit safety performance measures and targets.

Attachment





**EXHIBIT 1**

**Public Transportation Safety Targets  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area  
2022**

<b>Safety Performance Targets</b>							
Targets below are consistent with the City of Gainesville Regional Transit System public transportation safety targets. The Regional Transit System updated its targets for 2022 after its review of the previous year of Regional Transit System safety performance. Analysis of the data is based off 100,000 vehicle revenue miles (VRM).							
<b>Mode of Transit Service</b>	<b>Fatalities (total)</b>	<b>Fatalities (Per 100 Thousand VRM)</b>	<b>Injuries (total)</b>	<b>Injuries (Per 100 Thousand VRM)</b>	<b>Safety Events (total)</b>	<b>Safety Events (Per 100 Thousand VRM)</b>	<b>System Reliability (VRM / Failures)</b>
<b>Fixed Route Bus Actual 2021</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0.1</b>	<b>17</b>	<b>0.4</b>	<b>6.5</b>
<b>Fixed Route Bus Targets for 2022</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.05</b>	<b>22</b>	<b>0.6</b>	<b>14</b>







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

April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Bicycle/Pedestrian Advisory Board Funding Agreement with the City of Gainesville

STAFF RECOMMENDATION

**Approve the attached Exhibit 1 Bicycle/Pedestrian Advisory Board Funding Agreement with the City of Gainesville subject to approval as to form and legality by the Metropolitan Transportation Planning Organization Attorney and City of Gainesville Attorney, and approval by the Federal Highway Administration and the Florida Department of Transportation.**

BACKGROUND

The existing Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bicycle/Pedestrian Advisory Board Funding Interlocal Agreement with the City of Gainesville for professional staff services was approved on May 22, 2002. Recently, the Federal Highway Administration and the Florida Department of Transportation have requested that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the City renew the Agreement.

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

Attachment

t:\scott\sk22\mntpo\memo\bped\_board\_agreement\_apr25.docx



AGREEMENT  
FOR  
BICYCLE/PEDESTRIAN ADVISORY BOARD FUNDING  
BY AND BETWEEN THE  
CITY OF GAINESVILLE  
AND THE  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2022, by and between the City of Gainesville, hereinafter referred to as the City, a municipal corporation of the State of Florida, located at 200 East University Avenue, Gainesville, FL 32601-5456 and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereinafter referred to as the Metropolitan Transportation Planning Organization, located at 2009 NW 67th Place, Gainesville, FL 32653-1603.

WITNESSETH:

WHEREAS, the City and the Metropolitan Transportation Planning Organization mutually agree that it is in their joint best interest to provide support to the Bicycle/Pedestrian Advisory Board, hereinafter referred to as the Board, a citizen-member advisory board to the City and the Metropolitan Transportation Planning Organization; and

WHEREAS, the City and Metropolitan Transportation Planning Organization refer issues and receive recommendations from the Board; and

WHEREAS, the City has provided primary staff support to the Board as described herein since its inception; and

WHEREAS, the Metropolitan Transportation Planning Organization agrees to contribute certain funds to be applied toward costs of support specified herein.

NOW THEREFORE, for and in consideration of the covenants contained herein to be performed by the respective parties hereto and other good and sufficient consideration, the parties mutually agree and covenant, as follows:

I. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION RESPONSIBILITIES

The Metropolitan Transportation Planning Organization agrees to perform the following services pursuant to the Agreement:

1. Provide City staff with information necessary to present Metropolitan Transportation Planning Organization business items at Board meetings.
2. Provide back-up materials for Board agenda items submitted by the Metropolitan Transportation Planning Organization.
3. Continue to oversee attendance records, vacancies and appointments of Metropolitan Transportation Planning Organization-appointed Board members.
4. Provide Board applicant information to City staff for the purpose of maintaining member records and a Board applicant pool.

## II. CITY RESPONSIBILITIES

The City agrees to perform the following services pursuant to the Agreement:

1. Attend Board meetings and present agenda items as needed.
2. Maintain Board mailing list and coordinate meeting schedules, notices, materials and minutes.
3. Continue to manage attendance records and applicant pool for the City and Metropolitan Transportation Planning Organization while also overseeing vacancies and appointments of City-appointed Board members.
4. Prepare correspondence and transmit recommendations from the Board to the City of Gainesville City Commission and Metropolitan Transportation Planning Organization.
5. Prepare Board member orientation information.

## III. PAYMENT

### A. For Board Support

The Metropolitan Transportation Planning Organization agrees to provide compensation to the City for staff support and expenses for a total of thirteen thousand seven hundred sixty dollars and forty-five cents (13,760.45) for the period from July 1, 2022 through June 30, 2023. This amount will be increased five percent (5%) annually. The City will invoice the Metropolitan Transportation Planning Organization and the Metropolitan Transportation Planning Organization will pay the City in full within thirty (30) days of receiving the corresponding federal funds from the Florida Department of Transportation.

B. The City will invoice the Metropolitan Transportation Planning Organization providing a detailed accounting of expenses and any product support charges. Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper pre-audit and post-audit thereof.

C. Recipients of federal and state funds are to have audits done annually using the following criteria:

1. Federal awards are to be identified using the Catalog of Federal Domestic Assistance title and number, award number and year, and name of the awarding federal agency.
2. In the event that a recipient expends seven hundred fifty thousand dollars and no cents (\$750,000.00) or more in federal awards in its fiscal year, the recipient must have a single or program specific audit conducted in accordance with 2 Code of Federal Regulations 200.501.
3. If a recipient expends less than seven hundred fifty thousand dollars and no cents (\$750,000.00) in federal awards during its fiscal year, an audit conducted in accordance with the 2 Code of Federal Regulations 200.501 is not required. If a recipient expends less than seven hundred fifty thousand dollars and no cents (\$750,000.00) in federal awards during its fiscal year and elects to have an audit conducted in accordance with 2 Code of Federal Regulations 200.501, the cost of the audit must be paid from non-federal funds.

4. In the event that a recipient expends seven hundred fifty thousand dollars and no cents (\$750,000.00) or more in state awards during its fiscal year, the recipient must have a state single or program specific audit conducted in accordance with Section 215.97, Florida Statutes, and Chapter 10.556, Rules of the Auditor General.
5. If a recipient expends less than seven hundred fifty thousand dollars and no cents (\$750,000.00) in state awards during its fiscal year, an audit conducted in accordance with Section 215.97, Florida Statutes, and Chapter 10.556, Rules of the Auditor General is not required. If a recipient expends less than seven hundred fifty thousand dollars and no cents (\$750,000.00) in state awards during its fiscal year and elects to have an audit conducted in accordance with Section 215.97, Florida Statutes, and Chapter 10.556, Rules of the Auditor General, the cost of the audit must be paid from non-state funds.
6. Reporting Packages and management letters generated from audits conducted in accordance with 2 Code of Federal Regulations 200.501 and Financial Reporting Packages generated in accordance with Section 215.97, Florida Statutes, and Chapter 10.556, Rules of the Auditor General shall be submitted to the awarding Florida Department of Transportation, hereinafter referred to as the Department, office by the recipient, within thirty (30) days of receiving it. The aforementioned items are to be received by the appropriate Department office no later than nine (9) months after the end of the recipient's fiscal year.
7. The recipient shall follow up and take corrective action on audit findings. Preparation of a summary schedule of prior year audit findings, including corrective action and current status of the audit finding is required. Current year audit findings require corrective action and status of finding.
8. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is completed or the dispute is resolved. Access to work performed pursuant to this Agreement records and audit work papers shall be given to the Department, the Comptroller, and the Office of the Auditor General.

The recipient shall submit required audit documentation, as follows:

9. A Data Collection Form and the audit conducted in accordance with 2 Code of Federal Regulations 200.501 shall be sent to the Federal Audit Clearinghouse, Bureau of the Census via electronic mail to:

facides.census.gov

10. An Auditor General Submittal Checklist and the audit conducted in accordance with Section 215.97, Florida Statutes, and Chapter 10.556, Rules of the Auditor General shall be sent via mail to:

State of Florida Auditor General  
Claude Pepper Building  
111 West Madison Street, Room 401  
Tallahassee, FL 32399-1450

An Auditor General Submittal Checklist and the audit conducted in accordance with Section 215.97, Florida Statutes, and Chapter 10.556, Rules of the Auditor General shall be sent via electronic mail to:

flaudgen\_localgovt@aud.state.fl.us

- D. The Metropolitan Transportation Planning Organization funding shall be used by the City solely for the purpose of providing support to the Board. Payment by the Metropolitan Transportation Planning Organization as required above shall be made to the City by mail:

City of Gainesville  
P.O. Box 490  
Gainesville, FL 32627-0490  
Attention: Billing and Collection

IV. THIRD PARTIES BENEFICIARIES

Nothing herein shall be construed to create any third party beneficiary rights in any person not a party to this Agreement.

V. SEVERABILITY

If any provision of the Agreement is held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of the applicable law.

VI. DURATION OF AGREEMENT AND TERMINATION WITHOUT CAUSE

This Agreement shall remain in effect until terminated by either or both parties to the Agreement. Either party may withdraw from said Agreement after presenting in written form a notice of intent to withdraw to the other party, at least sixty (60) days prior to the intended date of withdrawal; provided financial commitments made prior to withdrawal are effective and binding for their full term and amount regardless of withdrawal.

VII. AMENDMENT OF AGREEMENT

Amendments of this Agreement may be initiated by the Metropolitan Transportation Planning Organization or the City. Amendments shall be formally approved by the Metropolitan Transportation Planning Organization and the Council in written form and shall be incorporated as part of this Agreement.

VIII. STANDARD PROVISIONS

A. Subcontracting

The City shall perform or shall subcontract the work to be performed hereunder which is budgeted as the Metropolitan Transportation Planning Organization's direct responsibility and funded by the Federal Highway Administration, the Federal Transit Administration and the Florida Department of Transportation.



B. Supplemental Agreements

It is understood and agreed that, in order to permit federal participation, no supplemental agreement of any nature may be entered into by the parties hereto with regard to the work to be performed hereunder without the approval of the U.S. Department of Transportation, anything to the contrary in this Agreement notwithstanding.

C. Third Party Contracts

Except as otherwise authorized in writing by the Florida Department of Transportation, Federal Highway Administration and Federal Transit Administration, the City shall not execute any contract or obligate itself in any other manner with any third party with respect to the Work performed pursuant to this Agreement without the prior written concurrence of the Florida Department of Transportation, Federal Highway Administration and Federal Transit Administration. Subletting of consultant contracts shall be in accordance with the requirements of the Consultants' Competitive Negotiation Act, Section 287.055, Florida Statutes, as amended from time to time.

D. Default and Termination or Suspension

1. Termination or Suspension Generally. If the City abandons or, before completion, finally discontinues the Work performed pursuant to this Agreement; or if for any other reason, the commencement, prosecution or timely completion of the Work performed pursuant to this Agreement by the Council is rendered improbable, infeasible, impossible or illegal, the Metropolitan Transportation Planning Organization may, by written notice to the City, suspend any or all of its obligations under this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected, or the Metropolitan Transportation Planning Organization may terminate any or all of its obligations under this Agreement.

2. Action Subsequent to Notice of Termination or Suspension. Upon receipt of any final termination notice under this Section, the City shall proceed promptly to carry out the actions required therein which may include any or all of the following:

(1) necessary action to terminate or suspend, as the case may be, Work performed pursuant to this Agreement activities and contracts and such other actions as may be required or desirable to keep to the minimum the costs upon the basis of which the financing is to be computed; and

(2) furnish a statement of the status of the Work performed pursuant to this Agreement activities and of the Work performed pursuant to this Agreement Account as well as a proposed schedule, plan and budget for terminating or suspending and closing out Work performed pursuant to this Agreement activities and contracts, and other undertakings, the cost of which are otherwise includable as Work performed pursuant to this Agreement costs.

The closing out shall be carried out in conformity with the latest schedule, plan and budget as approved by the Metropolitan Transportation Planning Organization or upon the basis of terms and conditions imposed by the Metropolitan Transportation Planning Organization upon the failure of the City to furnish the schedule, plan and budget within a reasonable time. The

acceptance of a remittance by the City or the closing of Federal financial participation in the Work performed pursuant to this Agreement shall not constitute a waiver of any claim which the Metropolitan Transportation Planning Organization may otherwise have arising out of this Agreement.

E. Audit and Inspection of Records

1. The City shall maintain records and supporting documents as prescribed in federal and state requirements, including but not limited to Title 23 Code of Federal Regulations Part 420, Title 49 Code of Federal Regulations Part 18, and Chapter 119, Florida Statutes.
2. All records pertinent to this Agreement shall be retained by the City for six (6) years following termination of this Agreement, with the following exception: If any litigation, claim or audit is started before the expiration of the six (6) year period and extends beyond the six (6) year period, the records will be maintained until all litigation, claims or audit findings involving the records have been resolved.
3. All records, including supporting documentation of all program costs, shall be sufficient to determine compliance with the requirements and objectives of the Work performed pursuant to this Agreement and all other applicable laws and regulations.
4. The City shall allow access to its records at reasonable times to the Metropolitan Transportation Planning Organization, its employees and agents, to Federal Highway Administration, its employees and agents, the Federal Transit Administration, its employees and agents and the Florida Department of Transportation, its employees and agents. "Reasonable" shall be construed to mean during normal business hours of 8:00 a.m. to 5:00 p.m. on Monday through Friday. "Agents" shall include, but not be limited to, auditors retained by the Metropolitan Transportation Planning Organization, the Federal Highway Administration, Federal Transit Administration and the Florida Department of Transportation.

F. Equipment

Where Federal funds are to be used to provide part or all of the cost of equipment, such expenditures must have prior written approval of the Florida Department of Transportation and the Federal Highway Administration and must be in accordance with the requirements of Title 49 Code of Federal Regulations Part 18.

G. Publication, Rental of Space or Equipment and Indirect Costs

This Agreement is subject to all applicable requirements of the 2 Code of Federal Regulations Part 200 Subpart E Cost Principles, relative to approval of travel, report publication provisions, rental of space or equipment, and indirect costs. All reports published by the Metropolitan Transportation Planning Organization or City which were funded wholly or in part by Title 23 United States Code Section 134 or Title 49 United States Code Section 5305 funds shall contain the credit "The preparation of this report has been financed in part through grants from the Federal Highway Administration and

Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, United States Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”

H. Nondiscrimination

1. Compliance with Regulations. The City shall comply with the regulations of the U.S. Department of Transportation relative to the nondiscrimination in federally-assisted programs of the U.S. Department of Transportation (Title 49 Code of Federal Regulations Part 21, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
2. Nondiscrimination. The City, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the grounds of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity in the selection and retention of subcontractors, including procurements of material and leases of equipment. The City will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers the program set forth in Appendix B of the Regulations.
3. Solicitations for Subcontractors, Including Procurements of Materials and Equipment. In all solicitations made by competitive bidding or negotiation made by the City for work to be performed under a subcontract, including procurements of materials and leases of equipment, each potential subcontractor, supplier or lessor shall be notified by the City of obligations under this Agreement and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity.
4. Information and Reports. The City will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the Florida Department of Transportation, Federal Highway Administration or Federal Transit Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the City is in the exclusive possession of another who fails or refuses to furnish this information, the City shall certify to the Florida Department of Transportation, Federal Highway Administration or Federal Transit Administration, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. Sanctions of Noncompliance. In the event of the City’s noncompliance with the nondiscrimination provisions of this Agreement, the Metropolitan Transportation Planning Organization shall impose such sanctions as it may determine to be appropriate, including, but not limited to, withholding of payments to the City under this Agreement until the Council complies; and/or cancellation, termination or suspension of this Agreement, in whole or in part.

6. Incorporation of Provisions. The City will include the provisions of Paragraphs 1. through 4. in every subcontract, including procurement of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. The City will take such action with respect to any subcontractor or procurement as the Florida Department of Transportation, Federal Highway Administration or Federal Transit Administration may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however that, in the event the City becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the City may request the State to enter into such litigation to protect the interests of the State, and, in addition, may request the United States to enter into such litigation to protect the interests of the United States.

I. Training

The use of Title 23 United States Code Section 134 or Title 49 United States Code Section 5305 funds for training of employees of the City shall be in accordance with the requirements of 49 Code of Federal Regulations, Part 18.

J. Prohibited Interests

The City shall insert in all contracts entered into in connection with the Work performed pursuant to this Agreement or any property included or planning to be included in any Work performed pursuant to this Agreement, and shall require its contractors to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the City or of the locality during his/her tenure or for one year thereafter shall have any interest, direct or indirect, in this Agreement or the proceeds thereof."

This provision shall not be applicable to any agreement between the City and its fiscal depositories, or to any agreement for utility services the rates for which are fixed or controlled by a Governmental agency.

IX. AGREEMENT SUBJECT TO JOINT PARTICIPATION AGREEMENT

This Agreement is subject to the provisions contained in the Joint Participation Agreement between the Metropolitan Transportation Planning Organization and the Florida Department of Transportation, dated June 17, 2020.

X. LIABILITY

The City hereby agrees to hold harmless the Metropolitan Transportation Planning Organization, to the extent allowed and required by law, from all claims, demands, liabilities, and suits of third persons or entities not a party to this Agreement arising out of, or due to any act, occurrence or omission of the City, its subcontractors or agents, if any, that is related to the City's performance under this Agreement.

XI. ASSIGNABILITY

The City shall not assign any interest in this Agreement and shall not transfer any interest in the same (whether by assignment or novation), without the prior consent of the Metropolitan Transportation Planning Organization.

XII. REPRESENTATIVES FOR THE PARTIES

In all matters relating to the performance of this Agreement, the Executive Director of the Metropolitan Transportation Planning Organization shall represent and act for the Metropolitan Transportation Planning Organization and the City Manager of the City shall represent and act for the City.

XIII. VENUE AND JURISDICTION FOR LITIGATION BETWEEN PARTIES

This Agreement shall be construed according to the laws of the State of Florida. Venue shall be exclusively in Alachua County, Florida for all litigation between the parties and all issues litigated between the parties shall be litigated exclusively in a court of competent jurisdiction of Alachua County, Florida. If any provision hereof is in conflict with any applicable statute or rule, or is otherwise unenforceable, then such provision shall be deemed null and void to the extent of such conflict, and shall be deemed severable, but shall not invalidate any other provision of the Agreement.

XIV. COMPLETE CONTRACT

This Agreement constitutes the entire contract between the parties, and any changes, amendments or modifications hereof shall be void unless the same are reduced to writing and signed by parties hereto.

XV. PREVIOUS AGREEMENT SUPERSEDED

Upon execution by both parties, this Agreement shall supersede the Interlocal Agreement for Bicycle/Pedestrian Advisory Board Funding between the Metropolitan Transportation Planning Organization and the City dated May 22, 2002.

XVI. EFFECTIVE DATE

This Agreement is effective on the 1st day of July 2022.

IN WITNESS WHEREOF, the parties hereto have executed and affixed their official seals to this Agreement on the day and year first above written.

WITNESS:

CITY OF GAINESVILLE

\_\_\_\_\_  
\_\_\_\_\_  
(Print or Type Name of Witness)

\_\_\_\_\_  
Cynthia Curry, Interim City Manager

APPROVED AS TO FORM AND LEGALITY

\_\_\_\_\_  
Daniel Nee, Interim City Attorney

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

ATTEST:

\_\_\_\_\_  
Mary Alford, Secretary/Treasurer

\_\_\_\_\_  
Charles S. Chestnut IV, Chair

APPROVED AS TO FORM AND LEGALITY

\_\_\_\_\_  
Corbin Hanson, Attorney  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

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2009 NW 87th Place, Gainesville, FL 32653-1603 • 352.965.2200

April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement Update

STAFF RECOMMENDATION

**Approve the attached Exhibit 1 updated Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement consistent with the Florida Department of Transportation's most recent Agreement template to replace the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement approved by the Metropolitan Transportation Planning Organization on October 25, 2021, authorize the Chair to sign the updated Agreement, and authorize staff to send the updated Agreement to the Florida Department of Transportation, North Central Florida Regional Planning Council, City of Gainesville and Gainesville-Alachua County Regional Airport Authority requesting that they also approve the updated Agreement.**

BACKGROUND

The Metropolitan Transportation Planning Organization's existing Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement was last updated by the participating parties to the Agreement in 2007. At its October 25, 2021, the Metropolitan Transportation Planning Organization approved an updated Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement.

Each year, the Federal Highway Administration and the Florida Department of Transportation conduct a review of the certification status of the transportation planning process of the Metropolitan Transportation Planning Organization. In order to receive Federal transportation funds in this area, the Metropolitan Transportation Planning Organization planning program must maintain its certification.

During this year's certification review, the Florida Department of Transportation noted that the Department has recently issued a new Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement template. As a result, the Florida Department of Transportation has requested that the Metropolitan Transportation Planning Organization update its Intergovernmental Coordination Review and Public Transportation Coordination Joint Participation Agreement consistent with the Department's most recent Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement template. The primary purpose of this Agreement is to have operators of public transportation systems agree to cooperatively participate in the planning and programming of transportation projects.

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

Attachment

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**INTERGOVERNMENTAL COORDINATION AND REVIEW  
AND  
PUBLIC TRANSPORTATION COLLABORATIVE PLANNING AGREEMENT**

THIS INTERGOVERNMENTAL COORDINATION AND REVIEW AND PUBLIC TRANSPORTATION COLLABORATIVE PLANNING AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 by and between the Florida Department of Transportation, hereinafter referred to as the Department; the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, herein after referred to as the Metropolitan Transportation Planning Organization; the North Central Florida Regional Planning Council, hereinafter referred to as the Council; the City of Gainesville, hereinafter referred to as the City; and the Gainesville-Alachua County Regional Airport Authority, hereinafter referred to as the Authority.

**RECITALS**

WHEREAS, the Federal Government, under the authority of 23 United States Code 134 and 49 United States Code 5303 and any subsequent applicable amendments requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process in designated metropolitan areas to develop and implement plans and programs consistent with the comprehensively planned development of the metropolitan area;

WHEREAS, 23 United States Code 134, 49 United States Code 5303, and Section 339.175, Florida Statutes, provide for the creation of metropolitan planning organizations to develop transportation plans and programs for metropolitan areas;

WHEREAS, 23 Code of Federal Regulations 450 requires that the State, the Metropolitan Transportation Planning Organization, and the operators of publicly owned transportation systems shall enter into an agreement clearly identifying the responsibilities for cooperatively carrying out such transportation planning (including corridor and subarea studies) pursuant to 23 Code of Federal Regulations 450 and programming;

WHEREAS, pursuant to Section 20.23, Florida Statutes, the Department has been created by the State of Florida, and the Department has the powers and duties relating to transportation, all as outlined in Section 334.044, Florida Statutes;

WHEREAS, pursuant to 23 United States Code 134, 49 United States Code 5303, 23 Code of Federal Regulations 450, and Section 339.175, Florida Statutes, the Metropolitan Transportation Planning Organization has been designated and its membership apportioned by the Governor of the State of Florida, with the agreement of the affected units of general purpose local government, to organize and establish the Metropolitan Transportation Planning Organization;

WHEREAS, pursuant to Section 339.175, Florida Statutes, the Metropolitan Transportation Planning Organization shall execute and maintain an agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the Gainesville Metropolitan Area;

WHEREAS, the aforesaid agreement must describe the means by which activities will be coordinated and specify how transportation planning and programming will be part of the comprehensively planned development of the Metropolitan Area;

WHEREAS, pursuant to Section 186.505, Florida Statutes, the Council is to review plans of metropolitan planning organizations to identify inconsistencies between those agencies' plans and applicable local government comprehensive plans adopted pursuant to Chapter 163, Florida Statutes;

WHEREAS, the Council, pursuant to Section 186.507, Florida Statutes, is required to prepare a Strategic Regional Policy Plan, which will contain regional goals and policies that address regional transportation issues;

WHEREAS, based on the Council's statutory mandate to identify inconsistencies between plans of metropolitan planning organizations and applicable local government comprehensive plans, and required to prepare and adopt a Strategic Regional Policy Plan, the Council is appropriately situated to assist in the intergovernmental coordination of the intermodal transportation planning process;

WHEREAS, pursuant to Section 186.509, Florida Statutes, the Council has adopted a conflict and dispute resolution process;

WHEREAS, the purpose of the dispute resolution process is to reconcile differences in planning and growth management issues between local governments, regional agencies, and private interests;

WHEREAS, the parties hereto have determined that the voluntary dispute resolution process is useful in the process of resolving conflicts and disputes arising in the transportation planning process;

WHEREAS, pursuant to 23 Code of Federal Regulations 450 and Section 339.175, Florida Statutes, the Metropolitan Transportation Planning Organization must execute and maintain an agreement with the operators of public transportation systems, including transit systems, commuter rail systems, airports, and seaports, describing the means by which activities will be coordinated and specifying how public transit, commuter rail, aviation, and seaport planning (including multimodal systems-level corridor and subarea studies) pursuant to 23 Code of Federal Regulations 450 and programming will be part of the comprehensively planned development of the Gainesville Metropolitan Area;

WHEREAS, it is in the public interest that the Metropolitan Transportation Planning Organization, operators of public transportation systems, including transit systems, commuter rail systems, port and aviation authorities, jointly pledge their intention to cooperatively participate in the planning and programming of transportation improvements within the Gainesville Metropolitan Area;

WHEREAS, The Intergovernmental Coordination and review and Public Transportation Coordination Joint Participation Agreement, dated January 26, 2007, is hereby replaced and superseded in its entirety by this Agreement;

WHEREAS, the undersigned parties have determined that this Agreement satisfies the requirements of, and is consistent, with 23 Code of Federal Regulations 450 and Section 339.175, Florida Statutes; and

WHEREAS, the parties to this Agreement desire to participate cooperatively in the performance, on a continuing basis, of a coordinated, comprehensive transportation planning process to assure that highway facilities, transit systems, bicycle and pedestrian facilities, rail systems, air transportation and other facilities will be located and developed in relation to the overall plan of community development.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

**ARTICLE 1  
RECITALS; DEFINITIONS**

Section 1.01. Recitals. Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

Section 1.02. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

Agreement means to this instrument, as amended from time to time.

Corridor or Subarea Study means and studies involving major investment decisions or as otherwise identified in 23 Code of Federal Regulations 450.

Department means the Florida Department of Transportation, an agency of the State of Florida, created pursuant to Section 20.23, Florida Statutes.

FHWA means the Federal Highway Administration.

Long-Range Transportation Plan means the 20-year transportation planning horizon which identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; and in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by 23 United States Code 134, 49 United States Code 5303, 23 Code of Federal Regulations 450 and Section 339.175, Florida Statutes.

Gainesville Metropolitan Area means the planning area as determined by agreement between the Metropolitan Transportation Planning Organization and the Governor in the urbanized areas designated by the United States Bureau of the Census as described in 23 United States Code 134, 49 United States Code 5303 and Section 339.175, Florida Statutes, and including the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, which shall be subject to the Metropolitan Transportation Planning Organization's planning authority.

Metropolitan Transportation Planning Organization means the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area formed pursuant to Interlocal Agreement as described in 23 United States Code 134, 49 United States Code 5303 and Section 339.175, Florida Statutes. This may also be referred to as a Transportation Planning Organization.

Council means the North Central Florida Regional Planning Council created pursuant to Section 186.504, Florida Statutes.

Transportation Improvement Program means the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long-Range Transportation Plan and developed pursuant to Title 23 United States Code 134, 49 United States Code 5303, 23 Code of Federal Regulations 450 and Section 339.175, Florida Statutes.

Unified Planning Work Program means a biennial program developed in cooperation with the Department and public transportation providers, that identifies the planning priorities and activities to be carried out within a metropolitan planning area to be undertaken during a two-year, together with a complete description thereof and an estimated budget, as required by 23 Code of Federal Regulations 450.308(c) and Section 339.175, Florida Statutes.

## **ARTICLE 2 PURPOSE**

Section 2.01. Coordination with public transit operators. This Agreement is to provide for cooperation with the Department, the Council, the City, the Authority, and the Metropolitan Transportation Planning Organization in the development and preparation of the Unified Planning Work Program, the Transportation Improvement Program, the Long-Range Transportation Plan, and any applicable Corridor or Subarea studies.

Section 2.02. Intergovernmental coordination; Regional Planning Council. Further, this Agreement is to provide a process through the Council for intergovernmental coordination and review and identification of inconsistencies between proposed Metropolitan Transportation Planning Organization transportation plans and local government comprehensive plans adopted pursuant to Chapter 163, Florida Statutes, and approved by the Florida Department of Economic Opportunity.

Section 2.03. Dispute resolution. This Agreement, the purpose of this Agreement also provides a process for conflict and dispute resolution through the Council.

## **ARTICLE 3 COOPERATIVE PROCEDURES FOR PLANNING AND PROGRAMMING WITH OPERATORS OF PUBLIC TRANSPORTATION SYSTEMS**

Section 3.01. Cooperation with operators of public transportation systems; coordination with local government approved comprehensive plans.

(a) The Metropolitan Transportation Planning Organization shall cooperate with the Council, the City, the Authority and the Department to optimize the planning and programming of an integrated and balanced intermodal transportation system for the Gainesville Metropolitan Area.

(b) The Metropolitan Transportation Planning Organization shall implement a continuing, cooperative, and comprehensive transportation planning process that is consistent, to the maximum extent feasible, with port and aviation master plans, and public transit development plans of the units of local governments whose boundaries are within the Gainesville Metropolitan Area.

(c) As a means towards achievement of the goals in paragraphs (a) and (b) and in an effort to coordinate intermodal transportation planning and programming, the Metropolitan Planning Organization may include, but shall include if within a transportation management area, as part of its membership officials of agencies that administer or operate major modes or systems of transportation, including but not limited to transit operators, sponsors of major local airports, maritime ports and rail operators per Federal regulations. The representatives of the major modes or systems of transportation may be accorded voting or nonvoting advisor status. In the Metropolitan Planning Area if authorities or agencies are created by law to perform transportation functions and are not under the jurisdiction of a general purpose local government represented on the Metropolitan Planning Organization, the Metropolitan Planning Organization may request the Governor to designate said authority or agency as a voting member of the

Metropolitan Planning Organization in accordance with the requirements of Section 339.175, Florida Statutes. If the new member would significantly alter local government representation in the Metropolitan Planning Organization, the Metropolitan Planning Organization shall propose a revised apportionment plan to the Governor to ensure voting membership on the Metropolitan Planning Organization to be an elected official representing public transit authorities which have been, or may be, created by law.

The Metropolitan Planning Organization shall ensure that representatives of ports, transit authorities, rail authorities, and airports within the Metropolitan Planning Area are provided membership on the Metropolitan Planning Organization's Technical Advisory Committee.

Section 3.02. Preparation of transportation related plans.

(a) Although the adoption or approval of the Unified Planning Work Program, the Transportation Improvement Program, and the Long-Range Transportation Plan is the responsibility of the Metropolitan Transportation Planning Organization, development of such plans or programs shall be viewed as a cooperative effort involving the Department, the Council, the City, and the Authority. In developing its plans and programs, the Metropolitan Transportation Planning Organization shall solicit the comments and recommendations of the Department, the Council, the City, and the Authority in the preparation of such plans and programs.

(b) When preparing the Unified Planning Work Program, the Transportation Improvement Program, or the Long-Range Transportation Plan, or preparing other than a minor amendment thereto (as determined by the Metropolitan Transportation Planning Organization), the Metropolitan Transportation Planning Organization shall provide notice to the Department, the Council, the City, and the Authority advising them of the scope of the work to be undertaken and inviting comment and participation in the development process. The Metropolitan Transportation Planning Organization shall ensure that the chief operating officials of the Department, the Council, the City, and the Authority shall receive written notice at least fifteen (15) days prior to the date of all public workshops and hearings, or within the specified number of days per Metropolitan Transportation Planning Organization bylaws or public participation plan, relating to the development of such plans and programs.

(c) Local government comprehensive plans.

(1) In developing the Transportation Improvement Program, Long-Range Transportation Plan, or a Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the Metropolitan Transportation Planning Organization), the Metropolitan Transportation Planning Organization, and Transportation Authorities shall review for consistency for each local government in the Gainesville Metropolitan Area: (i) each comprehensive plan future land use element; (ii) the goals, objectives, and policies of each comprehensive plan; and (iii) the zoning, of each local government in the Gainesville Metropolitan Area.

(2) Based upon the foregoing review and in consideration of other relevant growth management plans, the Metropolitan Transportation Planning Organization and Transportation Authorities shall provide written recommendations to local governments in the Gainesville Metropolitan Area in the development, amendment and implementation of their comprehensive plans. A copy of the recommendations shall be sent to the Council.

(3) The Metropolitan Transportation Planning Organization agrees that, to the maximum extent feasible, the Long-Range Transportation Plan and the project and project phases within the Transportation Improvement Program shall be consistent with the future land use element and goals, objectives and policies of the comprehensive plan of the local governments in the Gainesville Metropolitan Area. If the Metropolitan Transportation Planning Organization's Transportation Improvement Program is inconsistent with a local government comprehensive plan, the Metropolitan Transportation Planning Organization shall so indicate, and the Metropolitan Transportation Planning Organization shall present, as part of the Transportation Improvement Program, justification for including the project in the program.

(d) Multi-modal transportation agency plans.

(1) In developing the Transportation Improvement Program, Long-Range Transportation Plan, or a Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the Metropolitan Transportation Planning Organization), the Metropolitan Transportation Planning Organization shall analyze the master plans of the Transportation Authorities. Based upon the foregoing review and a consideration of other transportation-related factors, the Metropolitan Transportation Planning Organization, shall from time to time and as appropriate, provide recommendations to the Department, the Council, the City and the Authority as well as local governments within the Gainesville Metropolitan Area, for the development, amendment and implementation of their master, development or comprehensive plans.

(2) In developing or revising their respective master, development or comprehensive plans, the Department, the Council, the City and the Authority shall analyze the draft or approved Unified Planning Work Program, Transportation Improvement Program, Long-Range Transportation Plan or Corridor and Subarea studies, or amendments thereto. Based upon the foregoing review and a consideration of other transportation-related factors, the Department, the Council, the City and the Authority shall as appropriate, provide written recommendations to the Metropolitan Transportation Planning Organization with regard to development, amendment and implementation of the plans, programs and studies.

(3) The Metropolitan Transportation Planning Organization agrees that, to the maximum extent feasible, the Transportation Improvement Program shall be consistent with the affected growth management and other relevant plans of the Department, the Council, the City and the Authority.

#### **ARTICLE 4 INTERGOVERNMENTAL COORDINATION AND REVIEW**

Section 4.01. Coordination with regional Planning Council. The Council shall perform the following tasks:

(a) Within thirty (30) days of receipt, the Council shall review the draft Transportation Improvement Program, Long-Range Transportation Plan, Corridor and Subarea studies, or amendments thereto, as requested by the Metropolitan Transportation Planning Organization, to identify inconsistencies between these plans and programs and applicable local government comprehensive plans adopted pursuant to Chapter 163, Florida Statutes, for counties and cities within the Gainesville Metropolitan Area and the adopted Strategic Regional Policy Plan.

(1) The Department, the Council, the City and the Authority recognize that, pursuant to Florida law, the Long-Range Transportation Plan and Transportation Improvement Program of the Metropolitan Transportation Planning Organization must be considered by cities and counties within the Gainesville Metropolitan Area in the preparation, amendment and update/revision of their comprehensive plans. Further, the Long-Range Transportation Plan and the projects and project phases within the Transportation Improvement Program are to be consistent with the future land use element and goals, objectives and policies of the comprehensive plans of local governments in the Gainesville Metropolitan Area. Upon completion of its review of a draft Transportation Improvement Program or Long-Range Transportation Plan, the Council shall advise the Metropolitan Transportation Planning Organization and each county or city of its findings;

(2) The Council shall advise the Metropolitan Transportation Planning Organization in writing of its concerns and identify those portions of the submittals which need to be reevaluated and potentially modified if the Council review identifies inconsistencies between the draft Transportation Improvement Program or Long-Range Transportation Plan and local comprehensive plans;; and

(3) Upon final adoption of the proposed Transportation Improvement Program, Long-Range Transportation Plan, Corridor and Subarea studies, or amendments thereto, the Metropolitan Transportation Planning Organization may request that the Council consider adoption of regional transportation goals, objectives and policies in the Strategic Regional Policy Plan implementing the adopted Transportation Improvement Program, Long-Range Transportation Plan, Corridor and Subarea studies, or amendments thereto. If the proposed plan, program, or study, or amendments thereto, was the subject of previous adverse comment by the Council, the Metropolitan Transportation Planning Organization will identify the change in the final adopted plan intended to resolve the adverse comment, or alternatively, the Metropolitan Transportation Planning Organization shall identify the reason for not amending the plan as suggested by the Council.

(b) Provide the availability of the conflict and dispute resolution process as set forth in Article 5 of this Agreement.

## **ARTICLE 5 CONFLICT AND DISPUTE RESOLUTION PROCESS**

Section 5.01. Disputes and conflicts under this Agreement. This process shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. Except as otherwise provided in this Article 5, only representatives of a party to this Agreement with conflicts or disputes shall engage in conflict resolution.

Section 5.02. Initial resolution. The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts to such matters. Early resolution shall be handled by direct discussion between the following officials:

Department: District 2 Director for Planning and Programs  
Metropolitan Transportation Planning Organization: Executive Director  
Council: Executive Director  
City: City Manager  
Authority: Airport Chief Executive Officer

Section 5.03. Resolution by senior agency official. If the conflict remains unresolved, the conflict shall be resolved by the officials listed on Section 5.02 of this Agreement, with the exception of the Department's listed official, which for purposes of this Section 5.03 shall be the District 2 Secretary.

Section 5.04. Resolution by the Office of the Governor. If the conflict is not resolved through conflict resolution pursuant to Sections 5.01, 5.02 and 5.03 of this Agreement, the affected parties shall petition the Executive Office of the Governor for resolution of the conflict pursuant to its procedures. Resolution of the conflict by the Executive Office of the Governor shall be binding on the affected parties.

## ARTICLE 6 MISCELLANEOUS PROVISION

Section 6.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the Parties. In addition, this Agreement does not relieve any of the Parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one (1) or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 6.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all Parties hereto with the same formalities as the original Agreement.

Section 6.03. Duration; withdrawal procedure.

(a) Duration. This Agreement shall have a term of five (5) years and the Parties hereto shall examine the terms hereof and agree to amend the provisions or reaffirm the same in a timely manner. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

(b) Withdrawal procedure. With the exception of the Metropolitan Transportation Planning Organization, any party to this Agreement may withdraw after presenting in written form a notice of intent to withdraw to the other Parties to this Agreement at least ninety (90) days prior to the intended date of withdrawal; provided, that financial commitments made prior to withdrawal are effective and binding for their full term and amount regardless of withdrawal.

Section 6.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested, to the officials identified for each party in Section 5.02 of this Agreement at the addresses as listed below.

North Central Florida Regional Planning Council  
2009 NW 67th Place  
Gainesville, FL 32653-1603

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
2009 NW 67th Place  
Gainesville, FL 32653-1603

Florida Department of Transportation, District 2  
1109 South Marion Avenue, Mail Station 2000  
Lake City, FL 32025-5874



City of Gainesville  
P.O. Box 490  
Gainesville, FL 32627-0490

Gainesville-Alachua County Regional Airport Authority  
3880 NE 39th Avenue, Suite A  
Gainesville, FL 32609-5627

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this Section 6.04. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 6.05. Interpretation.

(a) Drafters of Agreement. All parties to this Agreement were each represented by, or afforded the opportunity for representation by legal counsel, and participated in the drafting of this Agreement and in the choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.

(b) Severability. Invalidation of any one (1) of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.

(c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:

- (1) The singular of any word or term includes the plural;
- (2) The masculine gender includes the feminine gender; and
- (3) The word "shall" is mandatory, and "may" is permissive.

Section 6.06. Attorney's Fees. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney's fees in connection with such proceeding.

Section 6.07. Agreement execution; use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one (1) and the same instrument.

Section 6.08. Effective date. This Agreement shall become effective upon its execution by all parties hereto.

Section 6.09. Other authority. In the event that any election, referendum, approval, permit, notice or other proceeding or authorization is required under applicable law to enable the parties to enter into this Agreement or to undertake the provisions set forth hereunder, or to observe, assume or carry out any of the provisions of the Agreement, said parties will initiate and consummate, as provided by law, all actions necessary with respect to any such matters for required.

Section 6.10. Parties not obligated to third parties. No party hereto shall be obligated or liable hereunder to any party not a signatory to this Agreement. There are no express or intended third party beneficiaries to this Agreement.

Section 6.11. Rights and remedies not waived. In no event shall the making by the Department of any payment to the Metropolitan Transportation Planning Organization constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the Metropolitan Transportation Planning Organization, and the making of any such payment by the Department while any such breach or default exists shall in no way impair or prejudice any right or remedy available to the Department in respect of such breach or default.

Section 6.12 Data, records, reports and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, Florida Statutes, the parties to this Agreement, excluding the Department, shall provide to each other such data, reports, records, contracts and other documents in its possession relating to the Metropolitan Transportation Planning Organization as is requested. Charges are to be in accordance with Chapter 119, Florida Statutes.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on behalf of the referenced legal entities on the date as first above written.

Signed, Sealed, and Delivered in the presence of:

ATTEST:

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

\_\_\_\_\_

By: \_\_\_\_\_  
Metropolitan Transportation Planning Organization Chair

APPROVED AS TO FORM LEGALITY

\_\_\_\_\_  
Metropolitan Transportation Planning Organization Attorney

ATTEST:

FLORIDA DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_

By: \_\_\_\_\_  
Florida Department of Transportation District 2 Secretary

APPROVED AS TO FORM LEGALITY

\_\_\_\_\_  
Florida Department of Transportation District 2 Attorney

ATTEST:

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

\_\_\_\_\_

By: \_\_\_\_\_  
Regional Planning Council Chair

APPROVED AS TO FORM LEGALITY

\_\_\_\_\_  
Regional Planning Council Attorney

ATTEST:

GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY

\_\_\_\_\_

By: \_\_\_\_\_  
Airport Authority Chair

APPROVED AS TO FORM LEGALITY

\_\_\_\_\_  
Airport Authority Attorney

ATTEST:

CITY OF GAINESVILLE, FLORIDA

\_\_\_\_\_

By: \_\_\_\_\_  
Mayor

APPROVED AS TO FORM LEGALITY

\_\_\_\_\_  
City Attorney

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

April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Citizens Advisory Committee Reappointment

STAFF RECOMMENDATION

**Reappoint Ruth Steiner to a three-year term ending December 31, 2024 on the Citizens Advisory Committee.**

BACKGROUND

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

Attachment



EXHIBIT 1

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE  
APPLICATION

Please return to:

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

Date: 1/7/22

NAME Ruth L. Steiner  
ADDRESS 4104 NW 19th Place  
CITY/STATE/ZIP CODE Gainesville FL 32605  
EMAIL rsteiner@ufl.edu  
TELEPHONE (HOME) 352-294-1492  
(WORK) 352-256-7884  
(CELL)

HOW LONG A RESIDENT OF ALACHUA COUNTY? 28 YEARS  
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES \_\_\_\_\_ NO X

OCCUPATION Professor

EDUCATION Ph.D UC Berkeley (Urban Planning) MCF (City Planning) MBA (UW Milwaukee)  
B.A. History Lawrence University

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT  
I teach urban planning at the University of Florida with a focus on transportation planning. I have been a CAE member on and off for 20 years.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS  
Interdisciplinary Excellence Award College of Design Construction and Planning (UF) in 2021; UF Team Professor 2019-22; UF Research Foundation Professor (2017-2021). Permit Signer Award.

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

Kathryn Frank UF Department of Urban and Regional Planning 352-294-1495  
Thomas Hankins UF Dept of Urban & Regional Planning 352-294-1483  
Laura Dedentach UF Dept of Urban and Regional Planning 352-294-1493

Signature Ruth Steiner

Additional information may be attached to this form





## Ruth L. Steiner

School of Landscape Architecture and Planning, University of Florida  
464 Architecture Building/P.O. Box 115706, Gainesville, FL 32611-5706  
Email: rsteiner@dcp.ufl.edu , Phone: 352.294.1492, Fax: 352.392.3308

### a. Professional Preparation

<u>Institution</u>	<u>Major</u>	<u>Degree</u>	<u>Year</u>
Lawrence University, Appleton, WI	History	A.B.	1979
University of Wisconsin, Milwaukee	Business Administration	M.B.A.	1982
University of California, Berkeley (UCB)	City and Regional Plan	M.C.P.	1988
University of California, Berkeley	City and Regional Plan	Ph.D.	1996

### b. Appointments/Employment

2013-present	Professor, University of Florida (UF), Department of Urban and Regional Planning (DURP), Gainesville, FL
2013-present	Affiliate Faculty, University of Florida Transportation Institute
2008-present	Director, UF, Center for Health and the Built Environment
1998-present	Affiliate Faculty, UF School of Natural Resources and Environment, UF
2014	Visiting Professor, University of Leeds, Institute for Transport Studies, UK
2002-2013	Associate Professor, UF, DURP, Gainesville, FL
2006-2007	Visiting Associate Professor, University of Washington, Department of Urban Design and Planning, Seattle, WA
1996-2002	Assistant Professor, UF, DURP
1994-1996	Provisional Assistant Professor, UF, DURP
1990-1994	Research Associate, Lawrence Berkeley National Laboratory, Berkeley, CA
1990-1994	Research Assistant, UCB, Institute for Transportation Studies and Institute for Urban and Regional Development
1988-1990	Policy Analyst, Vermont Public Service Board, Montpelier, VT
1987-1988	Teaching Assistant, UCB, Department of Conservation and Resource Studies
1987-1988	Research Assistant, UCB, Institute for Governmental Studies
1979-1986	Computer Programmer/Systems Analyst, First Wisconsin Bank (now US Bank), Milwaukee, WI

### c. Recent Publications

1. McDonald, N., Palmer, M. & Steiner, R. (2019) Making the Economic Case for Active School Travel. Chapter 15 in O. Waygood, R. Mitra, M. Friman & L. Olsson, *Transport and Child Wellbeing*.
2. Ahrentzen, S. & Steiner, R. (2019) Housing Models for Aging in Community. Chapter 18 in Anacker, K, Nguyen, M & Varady, D., *Routledge Handbook of Housing Policy and Planning*.
3. Riggs, W. and Steiner, R. L. (2016) The Built Environment and Walking. Chapter 8 in Mulley, C., Gebel, K. & Ding, D. *Walking: Connecting Sustainable Transport with Health*. Bingley: Emerald, p. 139-165.
4. Bai, X., Steiner, R. L., & Zhai, W. (2021). Beyond Neighborhood Design: Exploring the Effects of Smart Growth on Older Adults' Travel Behavior over Time. *Journal of Planning Education and Research*, 0739456X211020352.
5. Steiner, R. L., Bai, X., Bejleri, I., Han, M., and Yan, X. (2020). Partnerships between Agencies and Transportation Network Companies for Transportation Disadvantaged Populations: Benefits, Problems and Challenges. *Transportation Research Record; The Journal of the Transportation Research Board*. <https://doi.org/10.1177/03611981211032629>.

6. Bai, X., Zhai, W., Steiner, R. L., & He, Z. (2020). Exploring extreme commuting and its relationship to land use and socioeconomics in the central Puget Sound. *Transportation Research Part D: Transport and Environment*, 88, 102574.
7. Han, M., Dean, M., Adorno, P., Masungi, P., Srinivasan, S., Steiner, R. & Salzer, K. (2019.) Understanding Transit Agency Perceptions About Transportation Network Companies, Shared Mobility and Autonomous Transit. *Transportation Research Record: The Journal of the Transportation Research Board* .2673, 5, p. 95-108. <https://doi.org/10.1177/0361198119842121>.
8. Bejleri, I., Noh, S., Gu, Z., **Steiner, R.** & Winter, S. (2018). Analytical Method to Determine Transportation Service Gaps for Transportation Disadvantaged Populations. *Transportation Research Record: the Journal of the Transportation Research Board*. <https://doi.org/10.1177/0361198118794290>.
9. Neff, D.F., Yoon, S., Bejleri, I., **Steiner, R.**, Everhart, D., Bumbach, M., Harman, J. (2018). Impact of NP state regulations on population access to care. *Nursing Outlook*. <https://doi.org/10.1016/j.outlook.2018.03.001>
10. Leistner, D & **Steiner, R.** (2017) Uber for Seniors? Exploring Transportation Options for the Future. *Transportation Research Record; the Journal of the Transportation Research Board* 2660, pp. 22-29. DOI: 10.3141/2660-04
11. Michalaka, D., Xu, R., Page, J. J., **Steiner, R. L.**, Washburn, S., & Elefteriadou, L. (2016). Roundabouts as a Form of Access Management. *Transportation Research Record, The Journal of the Transportation Research Board* 2556: 1-9.
12. Alluri, P., Gan, A., Diaz, A., & **Steiner, R.** (2015) Safety Impacts of Access Management Features near Roundabouts. *Transportation Research Record, The Journal of the Transportation Research Board* No. 2517, pp. 28-36.
13. McDonald, N.C., McGrane, A., Rodgman, E., **Steiner, R. L.**, Palmer, M., and Lytle, B. (2015) Assessing Multimodal School Travel Safety in North Carolina *Accident Analysis & Prevention* 74, 126-32. doi:10.1016/j.aap.2014.10.006
14. McDonald, N. C., **Steiner, R. L.**, Lee, C., Smith, T. R., Zhu, X., Yang, Y. (2014). Impact of the Safe Routes to School Program on Walking and Bicycling. *Journal of the American Planning Association* 80, 2; 153-67. doi: 10.1080/01944363.2014.956654.
15. Kim, J., **Steiner, R. L.**, & Yang, Y. (2014). The Evolution of Transportation Concurrency and Urban Development Pattern in Miami-Dade County, Florida. *Urban Affairs Review*, 1078087413518178.

#### **d. Synergistic Activities (Past and Present)**

For the past thirty years, Dr. Steiner's research, graduate education, and training activities have focused on the interactions between land use and transportation with a particular focus on alternative modes of transportation – walking and bicycling – and the impact on communities, health and the environment. Her current research focuses on the impact of school siting, school transportation and land development patterns on children's travel, the impact of the sharing economy (e.g., Uber and Lyft) on transit availability, transportation and aging, and the health and community impacts of redevelopment of old industrial sites in cities. Recently she has completed work on the integration of roundabouts into access management systems, the incorporation of multimodal performance measures into land development planning, regional cooperation in transportation planning, and planning for parking in central cities. She is currently a recipient of the University of Florida Research Foundation Professorship (2017-2019), she has been the principal or co-principal investigator on over \$13 million dollars in research funded by the Federal Highway Administration, the Robert Wood Johnson Foundation, the US Department of Housing and Urban Development, the Florida Department of Transportation and the Florida Department of Health.

1. Member, Scientific Committee, World Conference on Transportation Research Society (WCTRS), 2007-2016
2. Member, TRB, Transportation History Committee, 2013-present
3. Member, TRB, Pedestrian Committee, 2005-2014

4. Member, Peer Review Panel, US Environmental Protection Agency (USEPA) National Center for Environmental Research (NCER) Science to Achieve Results (STAR) Fellowship, 2013-2014
5. Committee Research Coordinator, TRB Transportation and Land Development Committee, 2005-2014
6. Panel Member, Transit Cooperative Research Program (TCRP) Project Panel SH-15 Synthesis on Transit Supportive Parking Policies and Programs, 2014-2015
7. Panel Member, Transit Cooperative Research Program (TCRP) Project Panel 20-05/Topic 42-11 (Synthesis on City Ordinances to Support Pedestrian Safety), 2010-2011
8. Panel Member, National Cooperative Highway Research Program (NCHRP) Project Panel B08-51 (Enhancing Internal Trip Capture Estimation for Mixed-Use Development), 2004-2010
9. Member, Transportation Research Board (TRB), Transportation and Land Development Committee, 1998-2013

**e. Recent Professional and Communities Activities**

1. Citizens Advisory Committee to the Gainesville Metropolitan Transportation Planning Organization, 2016- present, 2008 – 2014, 2004-2006, and 1997-1999; Chair, 2018-present.
2. Member of Board of Directors of Current Problems, 2009-present; Vice President, 2021-present.
3. Member of Board of Directors of Matheson History Museum,
4. Editorial Board Member, University of Florida Press, 2016-present
5. Editorial Board Member, Case Studies of Transport Policy (CSTP), 2012-present.
6. Society Editor, Transport Policy 2014-present.
7. Editorial Board, Journal of Planning Education and Research. 2014-present.
8. Alachua County School Planning Advisory Committee (SPAC), 2018.
9. Executive Committee, Women for Wise Growth, Alachua County, Florida, 2002-2011.
10. Grant Writer/reviewer, Latina Women’s League, 2012-2016.
11. Trained Leader/Volunteer, Sierra Club Inspiring Connections Outdoors (ICO) Program (formerly Inner-City Outings), Suwannee-St. Johns Chapter, 2010-2016.
12. On-call Blood and Apheresis Donor, 2001-present, 1980-1986.






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2009 NW 87th Place, Gainesville, FL 32653-1803 • 352.955.2200

April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Title VI/Nondiscrimination Policy Statement

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

At its April 2, 2012 meeting, the Metropolitan Transportation Planning Organization authorized the Chief Staff Official to sign the Title VI/Nondiscrimination Policy Statement each year. This policy statement is incorporated into the Unified Planning Work Program and the annual Public Involvement Plan review and update.

Exhibit 1 is the 2022 Title VI/Nondiscrimination Policy Statement signed by Scott R. Koons, AICP, Executive Director.

Attachment

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EXHIBIT 1

**TITLE VI/ NONDISCRIMINATION POLICY STATEMENT**

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

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area further agrees to the following responsibilities with respect to its programs and activities:

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

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

Dated 4/18/22

by 

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








April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Department of Transportation Tentative Five-Year Work Program -  
Florida Department of Transportation Response to Metropolitan Transportation Planning  
Organization Comments

STAFF RECOMMENDATION**No Action Required.**BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program which lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2022-23 to 2026-27) to the State Legislature. The Metropolitan Transportation Planning Organization submitted the following draft Tentative Five Year Work Program comments to the Florida Department of Transportation:

1. *Request that the Florida Department of Transportation consider revising the following projects in the Tentative Work Program:*
  - A. *To include, as part of the State Road 222 (NW 39th Avenue) resurfacing projects [447032-1 and 207611-5], restriping for narrower travel lanes and add protected bikelanes; and*
  - B. *To advance the State Road 26 Streetlighting project [207658-3] to an earlier fiscal year; and*
2. *Request that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:*
  - A. *Priority 1 - Fund the U.S. 441 (13th Street) and State Road 26 (University Avenue) City of Gainesville Complete Streets Study - Phase 1 recommendations;*
  - B. *Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;*
  - C. *Priority 3 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Removal of Sliplanes; and*
  - D. *Priority 4 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Traffic Signal Update Project [4358911] consideration of the removal of the sliplanes in scoping and design of traffic signal update.*

The Florida Department of Transportation has provided a response to the Metropolitan Transportation Planning Organization comments on the Tentative Five-Year Work Program (Exhibit 1).

## Attachment

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SK ME

**Florida Department of Transportation**

2198 Edison Avenue  
Jacksonville, FL 32204-2730

**RON DESANTIS**  
GOVERNOR

**KEVIN THIBAUT**  
SECRETARY

November 18, 2021

**RECEIVED**

Hon. Charles Chestnut IV, Chair  
Metropolitan Transportation Planning Organization  
For the Gainesville Urbanized Area  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653

NOV 29 2021

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

**RE: Florida Department of Transportation Tentative Five-Year Work Program  
Comments**

Dear Chair Chestnut:

Thank you for your letter dated October 26<sup>th</sup>, 2021, regarding comments from the 2022-23 through 2026-27 Florida Department of Transportation Five-Year Work Program presentation.

- 1. The Department will evaluate buffered bike lanes for possible inclusion in both resurfacing projects. (447032-1 and 207611-54)

The Department will try to advance the State Road 26 street lighting project. (207658-3).

- 2. The Department will consider projects for funding according to priority and funding. The Department includes both City and County staff in the Scope and Phase review process.

If you have any questions or concerns, please don't hesitate to contact Mari Schwabacher at [Mari.Schwabacher@dot.state.fl.us](mailto:Mari.Schwabacher@dot.state.fl.us) or (904) 360-5647.

Sincerely,

Greg Evans  
District Secretary





**CA.12**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison


Suwannee • Taylor • Union Counties

---

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

April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Draft Strategic Intermodal System Policy Plan -  
Florida Department of Transportation Response to Metropolitan Transportation Planning  
Organization Comment

STAFF RECOMMENDATION

**No Action Required.**

BACKGROUND

The Florida Department of Transportation is in the process of updating its Strategic Intermodal System Policy Plan and has provided opportunity for public comment. The Metropolitan Transportation Planning Organization submitted the following draft Strategic Intermodal System Policy Plan comment to the Florida Department of Transportation:

*to request that the Florida Department of Transportation consider designating local roads or corridors that provide for mobility parallel to, or demonstrating the potential to reduce congestion on, Strategic Intermodal System facilities as State Highway System facilities or State Highway System alternate facilities and therefore eligible for State Highway System funding.*

The Florida Department of Transportation has provided a response to the Metropolitan Transportation Planning Organization comments on the draft Strategic Intermodal System Policy Plan (Exhibit 1).

Attachment

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EXHIBIT 1



SKME

**Florida Department of Transportation**

RON DESANTIS  
GOVERNOR

2198 Edison Avenue  
Jacksonville, FL 32204-2730

KEVIN THIBAUT  
SECRETARY

November 18, 2021

RECEIVED

NOV 29 2021

Hon. Charles Chestnut IV, Chair  
Metropolitan Transportation Planning Organization  
For the Gainesville Urbanized Area  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

**RE: Draft Strategic Intermodal System Policy Plan Comment**

Dear Chair Chestnut,

Thank you for your letter dated October 26, 2021, regarding the Florida Department of Transportation Draft Strategic Intermodal System (SIS) Policy Plan and support of the funding flexibility proposed in the Draft Policy Plan update.

The Draft SIS Policy Plan Update would allow for flexibility on the usage of SIS funds on the State Highway System parallel to or demonstrating potential to reduce congestion on the existing SIS facilities.

If you have any questions or concerns, please don't hesitate to contact Mari Schwabacher at [Mari.Schwabacher@dot.state.fl.us](mailto:Mari.Schwabacher@dot.state.fl.us) or (904) 360-5647.

Sincerely,

Greg Evans  
District Secretary







April 18, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Florida Department of Transportation  
Fiscal Years 2021-22 to Fiscal Year 2025-26 Adopted Work Program Amendment -  
Intelligent Transportation System Road Side Unit Equipment Purchase Project

JOINT RECOMMENDATION

**No Action Required.**

BACKGROUND

The Florida Department of Transportation has amended its adopted Fiscal Year 2021-22 to Fiscal Year 2025-26 Work Program to add the Intelligent Transportation System Road Side Unit Equipment Purchase Project [4450613] to Fiscal Year 2021-22 of its adopted Fiscal Years 2021-22 to 2025-26 Work Program. This new project provides for the purchase of 132 updated Road Side Units for the Intelligent Transportation System by the Federal Highway Administration-required July 2022 deadline.

Exhibit 1 includes materials provided by the Florida Department of Transportation pertaining to the Work Program amendment. Staff coordinated with Chair Charles Chestnut IV to update the Transportation Improvement Program.

Attachment



**EXHIBIT 1**



***Florida Department of Transportation***

605 Suwannee Street  
Tallahassee, FL 32399-0450

**RON DESANTIS**  
**GOVERNOR**

**KEVIN J. THIBAUT, P.E.**  
**SECRETARY**

January 10, 2022

**TO:** Governor's Office of Policy and Budget

**FROM:** Cynthia Lorenzo, Office of Work Program and Budget

**SUBJECT:** Notification of Proposed Work Program Amendment to the  
FY 21/22-25/26 Adopted Work Program - 2022-11

**COPIES:** Greg Evans, Jared Perdue

Pursuant to Section 339.135(7), Florida Statutes, the Florida Department of Transportation is hereby providing you with the attached proposed Work Program Amendment.

**CC:** Chairperson, Senate Budget Subcommittee on Transportation, Tourism & Economic  
Development Appropriations  
Chairperson, Senate Committee on Transportation  
Chairperson, Senate Committee on Appropriations  
Chairperson, House Transportation & Highway Safety Subcommittee  
Chairperson, House Economic Affairs Committee  
Chairperson, House Transportation & Economic Development Appropriations  
Subcommittee  
Chairperson, House Appropriations Committee  
Executive Director of the Florida Transportation Commission  
Local Government

## **Work Program Amendment Summary**

Attached are proposed amendments to the Adopted Work Program.

**Package Number:** 2022-11

**Amendment Numbers:** 2022-05-005, 2022-05-006, 2022-05-011, 2022-05-012, 2022-05-013, 2022-02-010

---

The Proposed Amendment(s) have been approved by:  
Cynthia Lorenzo, Office of Work Program and Budget on 1/7/2022  
Florida Department of Transportation

The Proposed Amendment(s) are:

a) Balanced to Funds(PAR) and Budget (PBR) as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 1/6/2022  
Florida Department of Transportation

b) Balanced to cash flow as confirmed and approved by:  
Jason Adank, Comptroller on 1/6/2022  
Florida Department of Transportation

A Budget Amendment is not required as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 1/6/2022  
Florida Department of Transportation

---



**Florida Department of Transportation  
Proposal Form  
for EOG Work Program Amendment**

Work Program Form - 07/2012  
As of: **12/15/2021**

Florida Department of Transportation		** Work Program Amendment **	Amendment: <b>2022 02 010</b>
To: Governor's Office of Planning and Budgeting		Subject: Proposed Amendment to the Adopted Work Program	
From: O.W.P.		Subject: Proposed Amendment to the Adopted Work Program	
Proposed By: <u>Greg Evans</u> <small>DocuSigned by: Greg Evans</small> <b>District or Assistant Secretary Signature</b>		Karin D. Lee, District Work Program Administrator Contact Person (please print)	
Proposed Action:	<input checked="" type="checkbox"/> Add <input type="checkbox"/> Advance	<input type="checkbox"/> Defer <input type="checkbox"/> Delete	
Reason:	<b>ADD 4450613, FOR ROAD SIDE UNIT (RSU) EQUIPMENT PURCHASE IN ALACHUA COUNTY. THIS PROJECT IS BEING ADDED TO PURCHASE UPDATED EQUIPMENT FOR 132 LOCATIONS TO MEET THE ESTABLISHED DEADLINE REQUIRED BY THE FEDERAL COMMUNICATIONS COMMISSION (FCC). THE FCC REQUIRES OUTDATED EQUIPMENT BE CONVERTED TO NEW TECHNOLOGY BY JULY 2022. BUDGET FROM 4188648.</b>		
Consistency requirements for TIP and STIP: (applies to Federal Funds only)			
District (Central Office if Statewide Program) proposed amendment is:			
<input type="checkbox"/> Consistent with MPO's Transportation Improvement Program (TIP)  <input type="checkbox"/> TIP Amendment Required Anticipate Approval by: ___/___/___  <input checked="" type="checkbox"/> Not applicable		<input type="checkbox"/> Consistent with State Transportation Improvement Program  <input type="checkbox"/> STIP Amendment Required  <input checked="" type="checkbox"/> Not applicable	
TIP/STIP consistency, or need for TIP and/or STIP amendment confirmed by:		DocuSigned by: <u>Karin Lee</u> <small>4D7EE270800405</small> (contact person signature)	12/15/2021   7 11 (date)

Amendment: **2022 02 010**

Proposed Work Program Amendment  
Amendment: **2022 02 010**

Item Number: **4450613**

Contract Class: **MISC - NO LETTING**

County: **ALACHUA**

District: **02**

Description: **ROAD SIDE UNIT (RSU) EQUIPMENT PURCHASE**

Trans. System: **INTRASTATE STATE HIGHWAY**

Work Mix: **ITS FREEWAY MANAGEMENT**

Phase: **93 CAPITAL PURCHASE**

Action: **ADD**

<u>Fund</u>	<u>Budgeted?</u>	<u>Bud Dist</u>	<u>Budget Category</u>	<u>Fiscal Year</u>	<u>Adopted Fund Amount</u>	<u>Proposed Fund Amount</u>
State 100%	Yes	02	088716 INTRASTATE HIGHWAY CONSTR	2022		800,000
<b>Total:</b>						<b>800,000</b>

**Budget Summary**


FYR:2022

District	Trust Fund	B.E.	Category	Description
02	2-540001	55150200	088716	INTRASTATE HIGHWAY CONSTR
			Allocation	116,646,254
			Programmed	116,646,254
			Balance	0



April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Federal Highway Administration Build a Better America 12/16/21 Policy Memorandum

RECOMMENDATION:

**No Action Required.**

BACKGROUND:

In December 2021, the Federal Highway Administration Florida Office issued initial guidance for the implementation of the Bipartisan Infrastructure Law. The Federal Highway Administration - Florida Office provided the guidance and related materials to the Florida Department of Transportation which was forwarded to all Florida metropolitan planning organizations, which consists of the following.

- Exhibit 1 - Build a Better America 12/16/21 Policy Memorandum notification;
- Exhibit 2 - Federal Highway Administration Notice - Apportionment of Federal-Aid Highway Program Funds for Fiscal Year 2022; and
- Exhibit 3 - Federal Highway Administration Memorandum - Information: Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America.

Also attached as Exhibit 4 are the following excerpts from the Building a Better America, A Guidebook to the Bipartisan Infrastructure Law for State, Local, Tribal and Territorial Governments and Other Partners:

- Building a Better America Cover;
- Building a Better America Table of Contents;
- A Note from the White House Infrastructure Implementation Coordinator [White House Senior Advisor and Implementation Coordinator Mitch Landrieu]; and
- Building a Better America Executive Summary

Attachments

t:\scott\sk22\mtpo\memo\fhwa\_bil\_guidance\_mtpo\_apr25.docx





## EXHIBIT 1

**From:** Reichert, Mark  
**Subject:** Fwd: Notification - FHWA Build a Better America 12/16/21 policy memo  
**Date:** Monday, December 20, 2021 7:25:58 AM  
**Attachments:** [FWHA Build a Better America policy memo.pdf](#)

---

Good morning, everyone. Please see the email from Karen below and the attached guidance for setting priorities under the BIL (or IJA, whichever acronym you prefer).

Sent from my Verizon, Samsung Galaxy smartphone  
Get [Outlook for Android](#)

---

**From:** Brunelle, Karen (FHWA) <Karen.Brunelle@dot.gov>  
**Sent:** Friday, December 17, 2021 4:44:22 PM  
**To:** Stettner, Alison <Alison.Stettner@dot.state.fl.us>; Marshall, Jennifer <Jennifer.Marshall@dot.state.fl.us>; CO-EMO Info <EMO@dot.state.fl.us>; Lorenzo, Cynthia <Cynthia.Lorenzo@dot.state.fl.us>; Olsson, Timothy <Timothy.Olsson@dot.state.fl.us>; McAuliffe, Sean <Sean.McAuliffe@dot.state.fl.us>; Ward, Cheryl <Cheryl.Ward@dot.state.fl.us>; Horne, Abra <Abra.Horne@dot.state.fl.us>; Reichert, Mark <Mark.Reichert@dot.state.fl.us>  
**Cc:** Angelo, Pamela <pamela.angelo@dot.gov>; Blizzard, Stacie (FHWA) <Stacie.Blizzard@dot.gov>; Dornevil, Hermiose <Hermiose.Dornevil@dot.gov>; Gonzalez, Carlos A (FHWA) <carlos.a.gonzalez@dot.gov>; Kendall, Cathy (FHWA) <Cathy.Kendall@dot.gov>; Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov>; Martin, Jim (FHWA) <Jim.martin@dot.gov>; Parker, Teresa (FHWA) <Teresa.Parker@dot.gov>; Pickett, Kyle <Kyle.Pickett@dot.gov>; Sullivan, Joseph <Joseph.Sullivan@dot.gov>; Weems, Dysha (FHWA) <Dysha.Weems@dot.gov>  
**Subject:** FW: Notification - FHWA Build a Better America 12/16/21 policy memo

**EXTERNAL SENDER: Use caution with links and attachments.**

Good afternoon Florida Partners –

Please see the attached Building a Better America policy memo issued yesterday by the FHWA Deputy Administrator. As the memo states, this guidance is intended to serve as an overarching framework to prioritize the use of Bipartisan Infrastructure Law (BIL) resources on projects that will Build a Better America. The intent of the guidance also is to ensure that the funding and eligibilities provided by the BIL will be interpreted and implemented, to the extent allowable under statute, to encourage FDOT and other funding recipients to invest in projects that upgrade the condition of streets, highways and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes, accommodates new and emerging technologies, is more sustainable and resilient to a changing climate, and is more equitable.

The Deputy Administrator spoke yesterday to AASHTO as well regarding this notification. The memo has been posted on the FHWA BIL website at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

Please let any one of the team know if you have any questions. We also kindly request you share with your colleagues that would have interest in this information.

Thx much,

Karen.

Karen M Brunelle, PE  
Director, Office of Project Development  
FHWA – FL Division



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Notice

Subject:

**APPORTIONMENT OF FEDERAL-AID HIGHWAY PROGRAM  
FUNDS FOR FISCAL YEAR (FY) 2022**

Classification Code	Date	Office of Primary Interest
N4510.858	December 14, 2021	HCFB-10

1. **What is the purpose of this Notice?** This Notice transmits the certificate of apportionment for apportioned Federal-aid highway program funds authorized for FY 2022 pursuant to the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law), Public Law (Pub. L.) 117-58. The apportionments made available by this Notice are for the following programs: National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG) Program, Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program (NHFP), Metropolitan Planning Program, Carbon Reduction Program (CRP), and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program.
2. **Does this Notice cancel FHWA Notice 4510.856?** Yes, this Notice cancels FHWA Notice N4510.856, apportionment of Federal-aid highway program funds for the period beginning on October 1, 2021, and ending on October 31, 2021, dated October 20, 2021. The revision to the apportionment is required due to the enactment of the Bipartisan Infrastructure Law, which provides full-year Federal-aid highway program apportioned funding for FY 2022 and amends the apportionment calculation methodology.
3. **What is the availability of these funds?**
  - a. The funds resulting from this apportionment are available for obligation until September 30, 2025. Any amounts not obligated by the State on or before September 30, 2025, shall lapse.
  - b. The funds resulting from this apportionment are available for obligation immediately, except as outlined under subparagraph (g) below, and shall be subject to obligation controls in force at the time of obligation.
  - c. For FY 2022, an amount of NHPP funds equal to \$639,000,000 prior to sequestration (\$602,577,000 after sequestration) that is exempt from obligation controls is provided. See FHWA Notice N4510.859 for additional information on sequestration.

- d. The Federal share payable shall be in accordance with section 120 of title 23, United States Code (U.S.C.), except as specifically provided by another provision of law.
- e. The program codes to be used when obligating these funds will be provided in a separate memorandum.
- f. The Catalog of Federal Domestic Assistance (CFDA) number for these funds is 20.205, with the exception that the CFDA number for the Recreational Trails Program is 20.219.
- g. Pursuant to section 104 of the Continuing Appropriations Act, 2022, Pub. L. 117-43, no appropriation or funds made available or authority granted pursuant to section 101 of such Act shall be used to initiate or resume any project or activity for which appropriations, funds, or other authority were not available during FY 2021.

(1) Section 101 of the Continuing Appropriations Act, 2022, provides the continuation of liquidating cash for Federal-aid highway program expenditures. Section 104 of the Continuing Appropriations Act, 2022, prohibits the use of that liquidating cash for expenditures from Federal-aid highway programs that were not authorized and funded in FY 2021. This includes the CRP and PROTECT Formula Program.

(2) The expenditure of Federal-aid highway program funds is controlled at the point of obligation within the Fiscal Management Information System (FMIS). Therefore, pursuant to section 104 of the Continuing Appropriations Act, 2022, funds apportioned under this Notice for the CRP and PROTECT Formula Program are not available for obligation and expenditure at this time. Such funds will be made available for obligation and expenditure at the time that the limits in section 104 of such Act are no longer in effect.

**4. What amounts are authorized and available for apportionment?**

- a. Section 11101(a)(1)(A) of the Bipartisan Infrastructure Law authorizes a total of \$52,488,065,375 for the Federal-aid apportioned programs for FY 2022. This total amount is referred to as the base apportionment.

**5. How are the State-by-State amounts determined?**

- a. Pursuant to section 104(c)(1)(A) of title 23, U.S.C., the initial amount of the FY 2022 base apportionment for a State is calculated by multiplying the total amount available by the ratio of that State's FY 2021 combined amount of apportionments to the total FY 2021 combined amount of apportionments for all States.

b. Pursuant to section 104(c)(1)(B) of title 23, U.S.C., the initial amounts are then adjusted to ensure that each State's aggregate amount of apportionments of the base apportionment is:

- (1) not less than 95 percent of the estimated tax payments attributable to highway users in that State paid into the Highway Trust Fund (other than the Mass Transit Account) in the most recent fiscal year for which data is available and associated with taxes in effect on July 1, 2019 (and only up to the rate those taxes were in effect on that date);
- (2) at least 2 percent greater than the apportionment that the State received for fiscal year 2021; and
- (3) at least 1 percent greater than the apportionment that the State received for the previous fiscal year.

**6. How are the program-by-program amounts determined?**

- a. From each State's total base apportionment determined under section 104(c)(1) of title 23, U.S.C., an amount is set aside for the CMAQ Program. Pursuant to section 104(b)(4) of title 23, U.S.C., the set-aside amount for each State is calculated by multiplying the total FY 2022 set-aside amount of \$2,536,490,803 for all States by the ratio of that State's FY 2020 apportionment for the CMAQ Program to the total FY 2020 CMAQ Program apportionments for all States.
- b. From each State's total base apportionment determined under section 104(c)(1) of title 23, U.S.C., an amount is set aside for the NHFP. Pursuant to section 104(b)(5) of title 23, U.S.C., the set-aside amount for each State is calculated by multiplying the total FY 2022 set-aside amount of \$1,373,932,519 for all States by the ratio of that State's total base apportionment to the total base apportionments for all States.
- c. From each State's total base apportionment determined under section 104(c)(1) of title 23, U.S.C., an amount is set aside for the Metropolitan Planning Program. Pursuant to section 104(b)(6) of title 23, U.S.C., the set-aside amount for each State is calculated by multiplying the total FY 2022 set-aside amount of \$438,121,139 for all States by the ratio of that State's FY 2020 apportionment for the Metropolitan Planning Program to the total FY 2020 Metropolitan Planning Program apportionments for all States.
- d. After distributing the amounts for the CMAQ Program, the NHFP, and the Metropolitan Planning Program, pursuant to paragraphs (1) through (3) and paragraphs (7) and (8) of section 104(b) of title 23, U.S.C., the remainder of the base apportionment to a State is distributed in the following proportions: 59.0771195921461 percent for the NHFP, 28.7402203421251 percent for the

STBG Program, 6.70605141316253 percent for the HSIP, 2.56266964565637 percent for the CRP, and 2.91393900690991 percent for the PROTECT Formula Program.

- e. Section 130(e)(1) of title 23, U.S.C., instructs that not less than a total of \$245,000,000 for FY 2022 shall be set aside from the HSIP prior to the apportionment of that program for the Railway-Highway Crossings Program. The Railway-Highway Crossings Program amount for each State is determined by distributing the \$245,000,000 total amount according to the formula in section 130(f) of title 23, U.S.C. The resulting Railway-Highway Crossings Program amount for a State is then set aside from that State's initial HSIP amount.
  - f. Pursuant to section 1519(a) of the Moving Ahead for Progress in the 21st Century Act (MAP-21), as amended by the Bipartisan Infrastructure Law, a total of \$3,500,000 for FY 2022 is set aside from the HSIP prior to the apportionment of that program to carry out safety-related activities and operate authorized safety-related clearinghouses under such section. The set-aside is made on a proportional basis from each State's initial HSIP amount.
  - g. A State's official HSIP apportionment is the initial HSIP amount net of the Railway-Highway Crossings Program set-aside amount and the set-aside amount under section 1519(a) of MAP-21. In addition, the \$3,500,000 amount set aside under section 1519(a) of MAP-21 is classified as allocated funding for safety-related activities and clearinghouses and, therefore, does not appear in the table of State-by-State apportionments.
  - h. Table 1 shows the State-by-State, program-by-program FY 2022 apportionment amounts (before post-apportionment set-asides, before penalties, and before sequestration) available under the Bipartisan Infrastructure Law.
7. **Are certain States subject to transfer or withholding penalties?** Yes. Currently, the States that are listed under the following requirements are subject to transfer or withholding penalties.
- a. **Open Container Requirements – 23 U.S.C. 154 – 2.5 percent**  
 Funds subject to transfer penalty: NHPP and STBG Program.  
  
**Alaska, Connecticut, Delaware, Hawaii, Louisiana, Maine, Mississippi, Missouri, Tennessee, Virginia, and Wyoming**  
  
 The funds subject to transfer for a State in noncompliance with section 154 of title 23, U.S.C., are reserved and then, in the proportions elected by the State, released for use on eligible HSIP activities under section 148 of title 23, U.S.C., or

transferred to the State's Highway Safety Program under section 402 of title 23, U.S.C.

Table 2 shows the transfer penalty amounts under section 154 of title 23, U.S.C., subject to section 154(c)(5), which authorizes a State to designate how the total transfer penalty amount is to be derived from the NHPP and the STBG Program.

b. **Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence – 23 U.S.C. 164 – 2.5 percent**

Funds subject to transfer penalty: NHPP and STBG Program.

**Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Montana, Nevada, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Vermont, Washington, and Wyoming**

The funds subject to transfer for a State in noncompliance with section 164 of title 23, U.S.C., are reserved and then, in the proportions elected by the State, released for use on eligible HSIP activities under section 148 of title 23, U.S.C., or transferred to the State's Highway Safety Program under section 402 of title 23, U.S.C.

Table 3 shows the transfer penalty amounts under section 164 of title 23, U.S.C., subject to section 164(b)(5), which authorizes a State to designate how the total transfer penalty amount is to be derived from the NHPP and the STBG Program.

8. **How do the Federal-aid highway program apportionments authorized under the Surface Transportation Extension Act of 2021, Pub. L. 117-44, as amended by the Further Surface Transportation Extension Act of 2021, Pub. L. 117-52, ("Extension Act, as amended"), reconcile with the apportionments authorized under this Notice?**

- a. Section 301 of the Extension Act, as amended, requires that, upon enactment of the Bipartisan Infrastructure Law, there is permanently rescinded an amount of contract authority equal to the contract authority made available under section 101 of the Extension Act, as amended, for a program to which the rescission applies. Such rescission shall be implemented no later than September 30, 2022.
- b. The rescission applies to each program for which contract authority was made available for FY 2022 under both section 101 of the Extension Act, as amended, and the Bipartisan Infrastructure Law.
- c. The amount of contract authority rescinded shall be applied among States for apportioned programs in the same amounts that contract authority was apportioned to such States and distributed for such apportioned programs

under section 101 of Pub. L. 117-44 (amounts distributed in FHWA Notice 4510.856).

- d. Section 301(c)(2) of the Extension Act, as amended, allows the Secretary to implement the rescission in a manner that accommodates a circumstance in which section 101 of the Extension Act, as amended, provides contract authority for FY 2022 for a program and the Bipartisan Infrastructure Law provides contract authority for FY 2022 for a program that is, in the judgment of the Secretary, substantially similar or a successor to such program.
9. **What other amounts are related to these apportionments?** Supplementary tables showing other amounts related to these apportionments will be issued at a later date via a separate notice. The amounts shown in the supplementary tables will include set-asides (e.g., State Planning & Research, Transportation Alternatives, etc.), suballocations for the STBG Program and the Transportation Alternatives set-aside, and various limiting amounts.
  10. **What action is required?** Division Administrators should ensure that copies of this Notice are provided to the State departments of transportation.



Stephanie Pollack  
Deputy Administrator

Attachments



**CERTIFICATE OF APPORTIONMENT FROM THE SUM OF \$52,488,065,375  
AUTHORIZED TO BE APPROPRIATED FOR APPORTIONED FEDERAL-AID  
HIGHWAY PROGRAMS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022**

TO—

The Secretary of the Treasury of the United States and the State departments of transportation:

Pursuant to section 9503 of the Internal Revenue Code of 1986, the Infrastructure Investment and Jobs Act, and title 23 of the United States Code (U.S.C.), I certify—

First, that the Secretary of the Treasury has made the estimate required by section 9503(d) of the Internal Revenue Code of 1986 and, based on that estimate, I have determined that the amount that can be apportioned for the Federal-aid highway program under the Infrastructure Investment and Jobs Act, Public Law 117-58, is \$52,488,065,375, which is 100 percent of the amount authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) for Fiscal Year 2022.

Second, that I have computed the apportionment to each State and the District of Columbia of the amounts authorized to be appropriated for the apportioned Federal-aid highway programs and further computed the distribution among the programs within each State and the District of Columbia in the manner provided by law.

Third, pursuant to section 1519(a) of the Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, as amended by the Infrastructure Investment and Jobs Act, I have set aside \$3,500,000 to carry out safety-related activities and operate authorized safety-related clearinghouses under such section. Such amount is set aside from the Highway Safety Improvement Program (HSIP) prior to the apportionment of that program under section 104(b)(3) of title 23, U.S.C. The resulting amount for all apportioned Federal-aid highway programs after such set-aside is \$52,484,565,375.

Fourth, that in compliance with section 154 of title 23, U.S.C., the Open Container Requirements, 2.5 percent of the National Highway Performance Program (NHPP) and Surface Transportation Block Grant (STBG) Program apportionments for the States of Alaska, Connecticut, Delaware, Hawaii, Louisiana, Maine, Mississippi, Missouri, Tennessee, Virginia, and Wyoming are reserved for release for use on eligible HSIP activities or transfer to the States' 402 Safety programs.

Fifth, that in compliance with section 164 of title 23, U.S.C., the Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence, 2.5 percent of the NHPP and the STBG Program apportionments for the States of Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Montana, Nevada, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Vermont, Washington, and Wyoming are

reserved for release for use on eligible HSIP activities or transfer to the States' 402 Safety programs.

Sixth, subject to the above-mentioned penalties, that the sums that are hereby apportioned to each State and the District of Columbia, effective immediately, are respectively as follows:



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

N4510.858 - TABLE 2

**FY 2022 PENALTIES ASSESSED PURSUANT TO 23 U.S.C. 154**  
(before election of penalty shifts by States)

<u>State</u>	<b>23 U.S.C. 154 Penalty Amounts</b> (Open Container Requirements)		
	<u>National Highway Performance Program</u>	<u>Surface Transportation Block Grant Program</u>	<u>Total</u>
Alabama	0	0	0
Alaska	9,067,684	4,411,306	13,478,990
Arizona	0	0	0
Arkansas	0	0	0
California	0	0	0
Colorado	0	0	0
Connecticut	8,768,978	4,265,989	13,034,967
Delaware	3,001,017	1,459,954	4,460,971
Dist. of Col.	0	0	0
Florida	0	0	0
Georgia	0	0	0
Hawaii	3,022,159	1,470,239	4,492,398
Idaho	0	0	0
Illinois	0	0	0
Indiana	0	0	0
Iowa	0	0	0
Kansas	0	0	0
Kentucky	0	0	0
Louisiana	13,106,138	6,375,959	19,482,097
Maine	3,315,923	1,613,152	4,929,075
Maryland	0	0	0
Massachusetts	0	0	0
Michigan	0	0	0
Minnesota	0	0	0
Mississippi	9,002,395	4,379,543	13,381,938
Missouri	17,558,906	8,542,170	26,101,076
Montana	0	0	0
Nebraska	0	0	0
Nevada	0	0	0
New Hampshire	0	0	0
New Jersey	0	0	0
New Mexico	0	0	0
New York	0	0	0
North Carolina	0	0	0
North Dakota	0	0	0
Ohio	0	0	0
Oklahoma	0	0	0
Oregon	0	0	0
Pennsylvania	0	0	0
Rhode Island	0	0	0
South Carolina	0	0	0
South Dakota	0	0	0
Tennessee	15,412,702	7,498,071	22,910,773
Texas	0	0	0
Utah	0	0	0
Vermont	0	0	0
Virginia	18,360,074	8,931,928	27,292,002
Washington	0	0	0
West Virginia	0	0	0
Wisconsin	0	0	0
Wyoming	4,683,203	2,278,315	6,961,518
<b>Total</b>	<b>105,299,179</b>	<b>51,226,626</b>	<b>156,525,805</b>

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

N4510.858 - TABLE 3

**FY 2022 PENALTIES ASSESSED PURSUANT TO 23 U.S.C. 164**  
(before election of penalty shifts by States)

<u>State</u>	<b>23 U.S.C. 164 Penalty Amounts</b>		
	<b>(Minimum Penalties for DWI or DUI Repeat Offenders)</b>		
	<b>National Highway Performance Program</b>	<b>Surface Transportation Block Grant Program</b>	<b>Total</b>
Alabama	0	0	0
Alaska	9,067,684	4,411,306	13,478,990
Arizona	0	0	0
Arkansas	0	0	0
California	61,496,451	29,917,192	91,413,643
Colorado	9,522,312	4,632,476	14,154,788
Connecticut	0	0	0
Delaware	0	0	0
Dist. of Col.	0	0	0
Florida	0	0	0
Georgia	0	0	0
Hawaii	3,022,159	1,470,239	4,492,398
Idaho	0	0	0
Illinois	0	0	0
Indiana	17,296,812	8,414,665	25,711,477
Iowa	0	0	0
Kansas	0	0	0
Kentucky	0	0	0
Louisiana	13,106,138	6,375,959	19,482,097
Maine	0	0	0
Maryland	0	0	0
Massachusetts	0	0	0
Michigan	0	0	0
Minnesota	11,818,011	5,749,302	17,567,313
Mississippi	0	0	0
Missouri	0	0	0
Montana	7,543,752	3,669,933	11,213,685
Nebraska	0	0	0
Nevada	6,331,315	3,080,099	9,411,414
New Hampshire	0	0	0
New Jersey	0	0	0
New Mexico	6,782,652	3,299,669	10,082,321
New York	0	0	0
North Carolina	0	0	0
North Dakota	4,528,833	2,203,216	6,732,049
Ohio	23,775,645	11,566,530	35,342,175
Oklahoma	0	0	0
Oregon	9,141,734	4,447,330	13,589,064
Pennsylvania	0	0	0
Rhode Island	3,963,353	1,928,117	5,891,470
South Carolina	12,487,803	6,075,147	18,562,950
South Dakota	5,142,017	2,501,522	7,643,539
Tennessee	0	0	0
Texas	0	0	0
Utah	0	0	0
Vermont	3,635,918	1,768,825	5,404,743
Virginia	0	0	0
Washington	12,180,617	5,925,705	18,106,322
West Virginia	0	0	0
Wisconsin	0	0	0
Wyoming	4,683,203	2,278,315	6,961,518
<b>Total</b>	<b>225,526,409</b>	<b>109,715,547</b>	<b>335,241,956</b>





# Memorandum

Subject: **INFORMATION: Policy on Using  
Bipartisan Infrastructure Law  
Resources to Build a Better America**

Date: December 16, 2021

From: Stephanie Pollack   
Deputy Administrator

In Reply Refer To:  
HPL-1 and HCC-1

To: Associate Administrators  
Chief Counsel  
Chief Financial Officer  
Directors of Field Services  
Division Administrators

The recently enacted Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021), will deliver generational investments in our roads and bridges, promote safety for all road users, help combat the climate crisis, and advance equitable access to transportation. The BIL also presents the Federal Highway Administration (FHWA) with a unique opportunity: to exercise our stewardship and oversight responsibilities and evolve the century-old relationship with State departments of transportation and other stakeholders in a way that takes advantage of the tools Congress has provided and prioritizes investments that align with the underlying policies evident throughout the BIL to help our states and communities Build a Better America.

This guidance is intended to serve as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. The intent of the guidance also is to ensure that the funding and eligibilities provided by the BIL will be interpreted and implemented, to the extent allowable under statute, to encourage States and other funding recipients to invest in projects that upgrade the condition of streets, highways and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes, accommodates new and emerging technologies, is more sustainable and resilient to a changing climate, and is more equitable.

The BIL creates two kinds of new resources that FHWA's State, regional, Tribal and local stakeholders can use to Build a Better America:

- (1) changes to the eligibilities and policy requirements in FHWA’s “legacy” apportioned programs such as National Highway Performance Program and the Surface Transportation Block Grant Program and its Transportation Alternatives set-aside; and
- (2) new programs (some formula, some discretionary grants and some a combination of the two) such as the Bridge Investment Program, National EV Charging Program, Carbon Reduction Program and PROTECT program.

FHWA will issue guidance and regulations, as appropriate, to fully implement these legislative changes and new programs and is actively soliciting stakeholder input on these matters through a just-opened [Federal Register docket](#).

Investments and projects that align with the BIL and will help Build a Better America include those that:

- improve the condition, resilience and safety of road and bridge assets consistent with asset management plans (including investing in preservation of those assets);
- promote and improve safety for all road users, particularly vulnerable users;
- make streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act;
- address environmental impacts ranging from stormwater runoff to greenhouse gas emissions;
- prioritize infrastructure that is less vulnerable and more resilient to a changing climate;
- future-proof our transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way;
- reconnect communities and reflect the inclusion of disadvantaged and under-represented groups in the planning, project selection and design process; and
- direct Federal funds to their most efficient and effective use, consistent with these objectives.

### **Encouraging and Prioritizing Projects That Build a Better America**

Under this Policy, FHWA will work with recipients of any Federal funds made available under title 23, United States Code to encourage and prioritize the repair, rehabilitation, reconstruction, replacement, and maintenance of existing transportation infrastructure, especially the incorporation of safety, accessibility, multimodal, and resilience features.<sup>1</sup> Projects to be prioritized include those that maximize the existing

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<sup>1</sup> For purposes of this memorandum, FHWA recipients include Federal Land Management Agencies (FLMAs). In addition, Federal funds include both Federal-aid highway and Federal lands highway funds, as well as Transportation Infrastructure Finance and Innovation programs funds that are administered by the FHWA.



right-of-way for accommodation of non-motorized modes and transit options that increase safety, accessibility, and/or connectivity.

For FLMAs under the Federal lands program, FHWA will work with our Federal stakeholders to incorporate these policies into their programming polices and decisions, including asset management systems established under 23 U.S.C. 201(c)(5).

The maintenance of existing roads and highways in a state of good repair is an important tool to ensure the effective use of Federal funding while also improving transportation safety, reducing surface transportation-related greenhouse gas emissions, delivering equitable transportation options and access, and accommodating new and emerging technologies by upgrading the nation's existing infrastructure. Proper maintenance is also an affirmative responsibility of the States as required by 23 U.S.C 116. This Building a Better America Policy will help achieve these important goals. Additionally, this Policy is consistent with the Bipartisan Infrastructure Law and recently issued Presidential Executive Orders (EOs), including, EO 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619); EO 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009); and EO 14030 Climate Related Financial Risk (86 FR 27967).

#### **Prioritizing Investment in All Federal-Aid and Federal Lands Eligible Transportation Assets**

FHWA staff shall emphasize to our planning and project selection and project delivery stakeholders that the resources made available under the BIL can and should be applied to modernize all eligible streets, highways, and bridges – not just those owned and operated by State departments of transportation.

Many projects funded with Federal-aid highway funds are either on the Interstate System (which constitutes just under 50,000 system miles and accounts for 25% of VMT) or the broader National Highway System (which constitutes approximately 222,000 system miles and accounts for 55% of VMT). However, there are over 1 million miles of streets and highways, which account for 85% of Vehicle Miles Travelled, that are Federal-aid highways and may benefit from BIL investments. Nationally, arterials and collectors are in poorer condition compared to the interstate highway system. BIL also expands the universe of eligible roadways for certain types of investments. For example, up to 15% of National Highway Performance Program funds may be spent on projects on Federal-aid highways (and bridges) off the National Highway System for projects that add protective features related to mitigating risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

For bridges, there are over 620,000 bridges on the National Bridge Inventory (NBI), which includes all of the nation's bridges located on public roads, including Interstate highways, U.S. highways, State and county roads, as well as publicly-accessible bridges on Federal and tribal lands. All of these bridges are eligible for investments under the restored bridge formula program.

FHWA staff should encourage metropolitan planning organizations, State transportation departments, FMLAs, and other decisionmakers to direct new and expanded investments based on asset condition and need for modernization, as well as the potential for an investment or project to achieve Building a Better America objectives – rather than focusing exclusively or primarily on assets owned by States. Asset owners of all Federal-aid highways, Federal Lands highways and streets and all NBI bridges should be involved in decisions about which projects are selected for investment.

### **NEPA Review**

FHWA staff shall emphasize to our planning and project selection and project delivery stakeholders that one advantage of focusing investment on Building a Better America projects is that they can be delivered faster because, in many cases, such projects may require only a Categorical Exclusion under FHWA’s NEPA environmental review regulations, 23 CFR Part 771. For example, construction of bicycle and pedestrian lanes, paths, and facilities normally meet the FHWA and CEQ criteria for categorical exclusions and, absent unusual circumstances, do not require any further NEPA approvals by the FHWA. 23 CFR 771.117(c)(3). Similarly, street and highway modernization projects involving resurfacing, restoration, rehabilitation, or reconstruction; highway safety or traffic operations improvement projects; bridge rehabilitation and reconstruction projects; and construction of grade separation to replace existing at-grade railroad crossings will generally qualify for Categorical Exclusions. 23 CFR 771.117(c)(3)

By contrast, other types of projects necessarily require more scrutiny under NEPA. For example, highway capacity expansion projects that involve “acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements” may *not* be processed as categorical exclusions. Categorical exclusions are also not available if the proposed project would:

- induce significant impacts to planned growth or land use for the area;
- have a significant impact on any natural, cultural, recreational, historic or other resource; or
- have significant impacts to travel patterns.

23 CFR 771.117(a).

FHWA staff shall encourage metropolitan planning organizations, State transportation departments, FLMAAs and other decisionmakers to consider the timeline for delivering projects and eligibility for Categorical Exclusions under NEPA as they are programming funding made available under the Bipartisan Infrastructure Law.

### **General Purpose Capacity Expansion Projects**

This Policy prioritizes projects that move more people and freight by modernizing and increasing the operational efficiency of existing roads and highways over projects that expand the general purpose capacity of roads and highways. Consistent with this

Policy, FHWA will implement policies and undertake actions to encourage—and where permitted by law, require—recipients of Federal highway funding to select projects that improve the condition and safety of existing transportation infrastructure within the right-of-way before advancing projects that add new general purpose travel lanes serving single occupancy vehicles.

Application of this Policy does not prohibit the construction of new general purpose capacity on highways or bridges, but in most cases Federal-aid highway and Federal Lands funding resources made available through the BIL should be used to repair and maintain existing transportation infrastructure before making new investments in highway expansions for additional general purpose capacity. State transportation departments should also be mindful of their ability to transfer resources to support transit projects that may be more consistent with these priorities.

Specifically, FHWA staff shall encourage metropolitan planning organizations, State transportation departments, FLMAs and other decisionmakers and recipients of Federal-aid highway and Federal Lands funding to consider the following factors before advancing projects that result in new capacity for single occupancy vehicles:

- progress in achieving a state of good repair consistent with the State’s asset management plan under 23 U.S.C 119(e).
- how the project will support the achievement of the State’s performance targets under 23 U.S.C 150 (including any new performance targets established by FHWA); and
- whether the project is more cost-effective than both operational improvements to the facility or corridor and transit projects eligible under chapter 53 of title 49.

#### **Additional Planned Actions**

In pursuit of these important policy objectives, FHWA will adopt guidance and implement new requirements, to the extent permitted by statute, to advance this Policy on *Using Bipartisan Infrastructure Law Resources to Build a Better America*. These actions will include:

- incorporating the principles advanced in this Policy into all guidance documents issued for “legacy” apportioned programs for which the BIL includes changes in eligibility or other requirements;
- incorporating the principles advanced in this Policy into all guidance and regulatory documents issued for new programs created by the BIL and administered by FHWA;
- incorporating the principles advanced in this Policy into all notice of funding opportunities (NOFOs) for its allocated discretionary grant programs;
- working with the Federal Transit Administration to review and, if appropriate, propose changes to guidance or regulations governing the federally required transportation planning processes in metropolitan areas, as set forth in 49 U.S.C.

5303 and 23 U.S.C. 134, and in rural areas and on a statewide basis set forth in 49 U.S.C. 5304 and 23 U.S.C. 135;

- reviewing and, if appropriate, proposing changes to guidance or regulations governing Transportation Asset Management Plans;
- reviewing and, if appropriate, proposing changes to guidance or regulations governing relevant aspects of the NEPA process for FHWA projects;
- reviewing and, if appropriate, proposing changes to guidance or regulations governing relevant aspects of Title VI as it applies to FHWA projects; and
- improving and promoting the use of travel demand modeling to provide for more accurate forecasting of how proposed projects (including, but not limited, to projects proposing the addition of general-purpose capacity) affect travel demand and air emissions including emissions of greenhouse gases.

### **Conclusions**

Although States and other Federal-aid recipients ultimately select projects consistent with 23 U.S.C. 145, and FLMAAs consistent with 23 U.S.C. 201, this Policy will inform that decision-making. Once implemented, this Policy will help improve safety and accessibility for all road users, reduce the environmental impact of highway and bridge projects, including curtailing transportation greenhouse gas emissions that contribute to climate change, better accommodate new and emerging transportation technologies, reduce relocations and otherwise ensure that transportation agencies do not expand roadways in inequitable ways that disproportionately impact disadvantaged communities, and support the efficient and effective use of Federal funds.

Working together, we can make investments and deliver projects that upgrade the condition of streets, highways, and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes, is more sustainable and resilient to a changing climate, and is more equitable. FHWA is committed to increasing our level of coordination with metropolitan planning organizations, State departments of transportation and other stakeholders and decisionmakers including local and tribal governments that have not traditionally had access to needed Federal funds to ensure these goals are fully realized.

EXHIBIT 4

**PRESIDENT JOE BIDEN**

**BUILDING A  
BETTER AMERICA**

**BUILD.GOV**

**A GUIDEBOOK TO THE  
BIPARTISAN INFRASTRUCTURE LAW  
FOR STATE, LOCAL, TRIBAL, AND  
TERRITORIAL GOVERNMENTS, AND  
OTHER PARTNERS**



**THE WHITE HOUSE**  
WASHINGTON





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## A Note from the White House Infrastructure Implementation Coordinator

Dear Friends:

With the signing of the Bipartisan Infrastructure Law in mid-November, President Biden marked a new era of building a better America together. The Bipartisan Infrastructure Law is historic in its size – the largest ever investments in broadband, rail and transit, clean energy, and water, just to name a few – as well as the breadth of programs and sectors included in the law. The infrastructure law allocated funding to over 350 distinct programs across more than a dozen federal departments and agencies. From bringing high-speed internet to every American, to replacing lead service lines to bring clean water to people’s homes, to repairing thousands of roads and bridges, to creating good-paying jobs with the free and fair choice to join a union, close coordination with state, Tribal, and local leaders like you will be fundamental in the successful delivery of these programs.

This guidebook is another step in our effort to be as transparent as possible, so you know what to apply for, who to contact, and how to get ready to rebuild. After all, most of the building will actually be done by state, Tribal, and local government partners. Where they exist at this moment, we have also included upcoming key dates and date ranges for key activities, along with planning activities you can be doing now to prepare for these programs coming across 2022 and 2023. The online version at Build.gov will also host an application to quickly sort and filter programs by agency, issue or eligible recipient to better understand the available funding within the Bipartisan Infrastructure Law. We will continue to update this resource online. Our goal is for you—communities all across America—to take full advantage of the opportunity this new funding presents.

We have also begun work with technical assistance and philanthropic organizations on a range of resources for state, local, Tribal and territorial governments. This comprehensive listing of programs will allow organizations to better deliver technical assistance to your communities, as well as a clear pathway to seek answers to questions on listed programs.

There’s a lot to do together in this new year. The President has been clear in his charge to me as we build a *better* America: make sure these programs get implemented without unnecessary bureaucracy and delay to rebuild America’s infrastructure – while at the same time being good stewards of taxpayer dollars and working to achieve goals around creating good middle-class union jobs, supporting disadvantaged and underserved communities, advancing climate resilience and sustainability, and investing in American manufacturers. It is our hope this resource is another step forward in our work together to build a better America.

Warm regards,

Mitch Landrieu  
Senior Advisor and Infrastructure Implementation Coordinator  
White House





## Executive Summary

On November 15<sup>th</sup>, 2021, President Biden signed the [Bipartisan Infrastructure Law](#) – a once-in-a-generation investment in our nation’s infrastructure, competitiveness, and communities. This bill is a historic opportunity to rebuild America’s roads, bridges and rails; expand access to clean drinking water; ensure that every American has access to high-speed internet; to tackle the climate crisis and advance environmental justice, while investing in communities – both urban and rural – that have too often been left behind. This bipartisan effort will help ease inflationary pressures; strengthen supply chains by making long overdue improvements for our nation’s ports, airports, rail, and roads; drive the creation of good-paying union jobs with high labor standards that can be accessed by all workers, especially those from underserved communities; and, grow the economy sustainably and equitably for decades to come.

### *Overview and Purpose of this Guidebook*

To achieve the ambitious goals outlined by the President and this legislation, the Biden-Harris Administration needs help. Building a better America is a shared endeavor no one can do alone, and investing federal infrastructure dollars will require significant coordination between the federal government, states, Tribal governments, community stakeholders, local governments, and other key partners.

**This guidebook is a roadmap to the funding available under the law.** It explains, in as much detail as currently available, how much funding is available at the program level. Our primary goal is to help our partners across the country know what to apply for, who to contact for help, and how to get ready to rebuild. We have also published an accompanying data file on [Build.gov](#) that allows users to quickly sort programs funded under the law by fields like agency, amount, eligible recipient, or program name.

**The guidebook contains 13 chapters grouping Bipartisan Infrastructure Law programs by issue area.** Each chapter contains a cover note explaining how to get ready to apply for and receive this subset of funding. These memos identify additional resources our partners can and should utilize to prepare while the federal government gets ready to distribute Bipartisan Infrastructure Law funds from new and existing programs.



**This is the first version of this product.** In the coming weeks, we plan to publish subsequent versions of this document to keep our partners up to date on the latest deadlines and details. The White House has also encouraged external stakeholders to use this information to develop local or regional-specific guides on available sources of funding, so every community in America can identify, understand, and access investment opportunities that they need and deserve under the law. This initial publication is not an attempt to capture every possible federal infrastructure program, authorization, or expenditure—rather, it provides our partners with a deeper view into funding soon to be available under the law. If you have questions, please see the appendix for agency-level contact information and links to more information online.

### *Additional Resources & Actions*

Earlier this month, the White House Infrastructure Implementation Coordinator sent a [letter to Governors](#) recommending a series of preparatory actions, including appointing infrastructure coordinators to manage the flow of funds to their states. He [also outlined steps cities](#) can take to prepare and has begun deeper intergovernmental engagements with Tribal leaders, county officials, civil rights and territorial leaders through outreach calls, listening sessions, and Tribal consultations.

The American Rescue Plan, signed into law in 2020, has already provided over \$350 billion in critical resources to every state, Tribal, county, city, and unit of local government to support their response to the COVID-19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. Recipients of Bipartisan Infrastructure Law funding should look to leverage those resources to help prepare for the transformative investments included under the law. For example, American Rescue Plan funding could be used to train the workers needed to build high quality infrastructure; hire back the public sector workers needed to help manage potential federal investments; and get a jump start on water, sewer, and broadband projects that could complement investments from the infrastructure law. We encourage everyone to review the U.S. Department of Treasury’s website [here](#), which explains how to request funding, eligible uses, and other important information about American Rescue Plan funding.

We recognize local capacity may be strained due to the pandemic, the need to account for heightened cybersecurity, climate and other known hazard risks, the effects of historic underinvestment, or just the challenges of day-to-day governance. A community’s lack of capacity to apply for federal funds can create significant inequities – and for many communities, this will be their first time applying for funds from a suite of federal agencies. Many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities.



Further, in keeping with efforts like the President’s Justice40 Initiative, the Administration is committed to ensuring disadvantaged communities receive benefits from all available resources in relevant Bipartisan Infrastructure Law programs. The White House Infrastructure Implementation Team and the components across the Executive Office of the President and the federal agencies will be engaging states, Tribal governments, territories, federal agencies, philanthropies, civil rights leaders, advocates and others to leverage all available resources to quickly deliver the necessary technical assistance and capacity to underserved communities. We intend to use this guidebook as a critical tool to accelerate and amplify the impact of this work.

*Disclaimer*


This guidebook is designed to help users familiarize themselves with the Bipartisan Infrastructure Law. Nothing contained in this document constitutes guidance from the U.S. government on any law, program, policy, application process, or funding eligibility. Applicants for funding should consult official agency or program specific guidance for additional information.





April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Planning Emphasis Areas - 2021 -  
Joint Federal Highway Administration-Federal Transit Administration and  
Florida Department of Transportation

STAFF RECOMMENDATION

**No Action Required.**

BACKGROUND

In December 2021, the United States Department of Transportation released its joint Federal Highway Administration-Federal Transit Administration Planning Emphasis Areas (Exhibit 1). The federal Planning Emphasis Areas include:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future;
- Equity and Justice40 in Transportation Planning;
- Complete Streets;
- Public Involvement;
- Strategic Highway Network/U.S. Department of Defense Coordination;
- Federal Land Management Agency Coordination;
- Planning and Environment Linkages; and
- Data in Transportation Planning.

Also in December 2021, the Florida Department of Transportation released its Planning Emphasis Areas (Exhibit 2). The state Planning Emphasis Areas include:

- Safety;
- Equity;
- Resilience; and
- Emerging Mobility.

Attachments

T:\Scott\SK22\MTPO\Memo\PEA\_2022\_fhwa-fta\_fdot\_mtpo\_apr25.docx





**EXHIBIT 1**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

**Federal Transit  
Administration**

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

**Subject:** 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

A handwritten signature in blue ink that reads "Nuria Fernandez".

Nuria Fernandez  
Administrator  
Federal Transit Administration

A handwritten signature in blue ink that reads "Stephanie Pollack".

Stephanie Pollack  
Acting Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

*(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "[Hazard Mitigation Cost Effectiveness Tool](#)," FTA's "[Emergency Relief Manual](#)," and "[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)")*

### **Equity and Justice40 in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

### **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.





## Florida Planning Emphasis Areas 2021

The Florida Department of Transportation (FDOT) Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of metropolitan planning organizations' (MPOs) respective Unified Planning Work Programs (UPWPs). Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven (7) goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

Florida MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

### Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

### Equity

Executive Order 14008, [\*Tackling the Climate Crisis at Home and Abroad\*](#), created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, [\*Advancing Racial Equity and Support for Underserved Communities Through the Federal Government\*](#), outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

### Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing



conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the *FHWA Resilience and Transportation Planning Guide* and the *FDOT Quick Guide: Incorporating Resilience* in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

## Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

**Contact Information:**  
**Abra Horne, FDOT, Metropolitan Planning Administrator**  
**850-414-4901**  
**[Abra.Horne@dot.state.fl.us](mailto:Abra.Horne@dot.state.fl.us)**





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

April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Safe Routes to School Program Status Report -  
City of Gainesville Application Submission

STAFF RECOMMENDATION

**No Action Required.**

BACKGROUND:

The Metropolitan Transportation Planning Organization participated in the submission of a City of Gainesville Safe Routes to School Program grant application to the Florida Department of Transportation. The application was submitted for the NW 20th Street shared-use path extension from NW 7th Avenue to NW 8th Avenue (see Exhibit 1).

It is anticipated that should the application be approved, that notification would occur with the release of the draft Florida Department of Transportation Fiscal Years 2022-23 to 2026-2027 Tentative Work Program later this year.

Attachment

t:\scott\sk22\mtpo\memo\sr2s\_application\_status\_mtpo\_apr25.docx





EXHIBIT 1
FLORIDA DEPARTMENT OF TRANSPORTATION
FLORIDA'S SAFE ROUTES TO SCHOOL
INFRASTRUCTURE APPLICATION

SECTION 1 - SCHOOL, APPLICANT, MAINTAINING AGENCY & M/TPO INFORMATION

Notes: Signatures confirm the commitment of the School, Applicant and Maintaining Agency to follow the Guidelines of the Florida's Safe Routes to School Program. The School is responsible for the parent's surveys and student tallies before and after the project is built. It is also responsible for promoting safe walking and biking to and from school. The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, &/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

SCHOOL INFORMATION

SCHOOL NAME: Carolyn Beatrice Parker Elementary School
SCHOOL ADDRESS: 1912 NW 5th Ave
COUNTY: Alachua CITY: Gainesville ZIP: 32603
TYPE: Elementary CONGRESSIONAL DISTRICT: 3
PRINCIPAL'S NAME: Kelly Brill Jones (Printed)
PHONE #: 352-955-6705 EMAIL: joneskb@gm.sbac.edu
PRINCIPAL'S SIGNATURE: DATE:

APPLICANT INFORMATION

APPLICANT: Alison Moss TITLE: Planner II
NAME OF APPLICANT AGENCY/ORGANIZATION: City of Gainesville
APPLICANT AGENCY/ORGANIZATION TYPE: Maintaining Agency
APPLICANT: TITLE:
MAILING ADDRESS: 105 SW 3rd St
CITY: Gainesville STATE: FLORIDA ZIP: 32601
PHONE #: 352-393-8234 E-MAIL: MossA1@cityofgainesville.org
SIGNATURE: DATE:
Applicant

I attended the SRTS workshop and have reviewed this application for completeness.

ATTENDEE'S SIGNATURE: DATE: 8/26/2021



FLORIDA DEPARTMENT OF TRANSPORTATION  
FLORIDA'S SAFE ROUTES TO SCHOOL  
INFRASTRUCTURE APPLICATION

MAINTAINING AGENCY INFORMATION

MAINTAINING AGENCY 1 City  County  Florida Department of Transportation  District \_\_\_\_

NAME OF MAINTAINING AGENCY: City of Gainesville DUNS #: 010522159

CONTACT PERSON: Phil Mann TITLE: Public Works Director

MAILING ADDRESS: PO Box 490

PHONE #: 352-334-5070 E-MAIL: MannPR@cityofgainesville.org

CITY: Gainesville STATE: FLORIDA ZIP: 32627

*Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.*

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

MAINTAINING AGENCY 2 City  County  Florida Department of Transportation  District \_\_\_\_

NAME OF MAINTAINING AGENCY: \_\_\_\_\_ DUNS #: \_\_\_\_\_

CONTACT PERSON: \_\_\_\_\_ TITLE: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

PHONE #: \_\_\_\_\_ E-MAIL: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: FLORIDA ZIP: \_\_\_\_\_

*Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.*

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

METROPOLITAN/TRANSPORTATION PLANNING ORGANIZATION (M/TPO) SUPPORT

If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

NAME OF MPO: Gainesville Metropolitan Transportation Planning Organization

CONTACT PERSON: Scott Koons TITLE: Executive Director

MAILING ADDRESS: 2009 NW 67<sup>th</sup> Place

CITY: Gainesville STATE: FLORIDA ZIP: 32653-1603

PHONE #: 352-955-2200 E-MAIL: koons@ncfrpc.org

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_



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<b>SECTION 2 – ELIGIBILITY AND FEASIBILITY CRITERIA</b>	
<b>Notes:</b> This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. <b>You must fulfill requirements in 2A-2C below before applying!</b>	
A1.	Has a school-based SRTS Committee (including school representation) been formed? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A2.	Has at least <u>one</u> meeting of this committee been held? Attach sign in sheet & minutes ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A3.	Public notification of SRTS meeting? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B1.	Does the school agree to provide required data before and after the project is built, using the NCSRTS <u>Student In-Class Travel Tally</u> and <u>Parent Survey</u> forms at <a href="http://saferoutesdata.org/">http://saferoutesdata.org/</a> following the schedule provided by the District? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B2.	Have you attached the National Center's data summary for the <u>Student In-Class Travel Tally</u> and <u>Parent Survey</u> forms to this application? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B3.	Are the <u>Student In-Class Travel Tally</u> and Parent Survey data summaries attached? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.</b>	
C.	Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
D.	Is the Maintaining Agency Local Agency Program (LAP) Certified? (currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If <b>No</b> : Are they willing to become LAP Certified? ..... <input type="checkbox"/> Yes <input type="checkbox"/> No If the agency is not willing to become LAP Certified, explain how this project could be built without this certification:
E.	Who do you propose to be responsible for each phase of the project? Design: <input checked="" type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> Other, Including FDOT (Explain below) Construction: <input checked="" type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> Other, Including FDOT (Explain below) Maintenance: <input checked="" type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> Other, Including FDOT (Explain below) If you checked <b>Other, including FDOT</b> for any of the above, please explain the responsible party for each phase, including who you have been talking to about this:
F.	Is the County/City willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed: Install and/or maintain any traffic engineering equipment included in this project? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Construct and maintain the project on a state road? ..... <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
G.	<b>Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school. Failure to provide documentation of public involvement activities directly with affected property owners is grounds for an application to be excluded from consideration.</b>  What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction? <u>University Park Neighborhood Association discussed the project and agreed to write a Letter of Support at their regular meeting on December 9, 2021 (please see attached).</u> What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction? <u>City of Gainesville staff presented the project at both the Board of Directors and General Membership meetings of the C.B. Parker Elementary School PTA.</u>  Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction? <u>This project is already included in the Metropolitan Transportation Planning Organization's "List of Priority Projects." Additional Letters of Support have been provided by the Community Traffic Safety Team, Well Florida and the Alachua County Healthy Communities Initiative (please see attached).</u>  Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction: <u>N/A</u>  Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ..... <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
H.	If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain: <u>The project is identified on the MTPo list of Priority Projects. It is also</u>



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**SECTION 2 – ELIGIBILITY AND FEASIBILITY CRITERIA**

recognized by the City of Gainesville as an important (missing) link in the existing bicycle/pedestrian network.  
Construction of this facility is consistent with general goals and policies of the City's Comprehensive Plan.

- I. Is this project in a Rural Economic Development Initiative (REDI) community? .....  Yes  No  
*FS defines a rural community as: A county with a population of 75,000 or less; A county with a population of 125,000 or less which is contiguous to a county with a population of 75,000 or less; or Any municipality with a county as described above.*

**SECTION 3 – BACKGROUND INFORMATION: FIVE E'S**

**Notes:** SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>



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<b>SECTION 3 – BACKGROUND INFORMATION: FIVE E'S</b>	
<b>1. ENGINEERING</b>	
<p><b>1A. PAST:</b> Parker Elementary School is sited in a residential context, connected by a grid of local and minor collector streets, many of which have traffic calming enhancements. A traffic-separated walkway on one of the busier streets (NW 20<sup>th</sup> St) was implemented several years ago, but it only extends from Parker Elementary to NW 7<sup>th</sup> Ln, leaving a gap between NW 7<sup>th</sup> Ln and the very busy NW 8<sup>th</sup> Ave.</p>	<p><b>1B. FUTURE:</b> The proposed project will build a traffic-separated pedestrian/bicycle path on NW 20<sup>th</sup> St, from NW 7<sup>th</sup> Ln to NW 8<sup>th</sup> Ave, filling the existing gap. Additionally, it will make ADA improvements to the existing walkway and ramps to the south and three high-visibility (continental) crosswalks.</p>
<b>2. EDUCATION</b>	
<p><i>If your school has taught or plans to teach the FLSRTS Curricula (<a href="http://floridasrts.com/">http://floridasrts.com/</a>) or other education program, please provide details below:</i></p>	
<p><b>2A. PAST:</b> The school has previously participated in bicycle/pedestrian safety events, organized by the City's Bicycle/Pedestrian Coordinator. Additionally, students at the school participate in the 'safety city' program offered through Gainesville's Fire Rescue Services.</p>	<p><b>2B. FUTURE:</b> The school will continue to participate in available bicycle/pedestrian safety programs and other outreach.</p>
<b>3. ENCOURAGEMENT</b>	
<p><b>3A. PAST:</b> The City has met with Parker Elementary School PTA Board and General Membership to discuss this project and also promote possibilities for students to walk or bike to school.</p>	<p><b>3B. FUTURE:</b> The school will continue to participate in available bicycle/pedestrian safety programs and other outreach.</p>
<b>4. ENFORCEMENT</b>	
<p><b>4A. PAST:</b> Local law enforcement has been involved in this request and other transportation safety issues related to the school through the Community Traffic Safety Committee (CTST). The CTST has expressed formal support for this project.</p>	<p><b>4B. FUTURE:</b> Law enforcement efforts will continue through monitoring by crossing guards and speed limit enforcement.</p>
<b>5. EVALUATION</b>	
<p><b>5A. PAST:</b> The need for this facility was originally communicated to the city by community members. City staff have also observed walking and bicycling behavior of students at this location.</p>	<p><b>5B. FUTURE:</b> Following construction of the new pathway and ADA improvements, the school will conduct follow-up parent surveys and in-class student tallies. The City will also continue to monitor the use of the facility through its bike/ped count program and through its ongoing Vision Zero/crash analysis program.</p>

<b>SECTION 4 – PROBLEM IDENTIFICATION</b>
<p><i>This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.</i></p>



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<b>SECTION 4 – PROBLEM IDENTIFICATION</b>	
<b>A. HAZARDOUS WALKING CONDITIONS</b>	
1.	Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, please enter the documented date and case number: _____ Include a discussion of public support for the project if busing were eliminated: N/A
2.	Opportunity to eliminate current courtesy busing being done for a perceived hazardous condition. Include a discussion of public support for the project if busing were eliminated: N/A
<b>B.</b>	
Are many students already walking or bicycling to this school in less than ideal conditions? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <ul style="list-style-type: none"> <li>• Explain more about the number of students affected: <u>School faculty and PTA members are aware that students are walking and biking along NW 20<sup>th</sup> St, but that they are forced to walk in the roadway among traffic and queing vehicles.</u></li> <li>• Explain more about the conditions/obstacles which prevent walking or bicycling to your school:            Sidewalks exist along NW 8<sup>th</sup> Ave and NW 7<sup>th</sup> Ave, and a street-grade path exists along NW 20<sup>th</sup> St, from NW 7<sup>th</sup> Ave to NW 7<sup>th</sup> Ln, but it does not extend all the way to NW 8<sup>th</sup> Ave, leaving a gap in the network and forcing students and others traveling on foot and bike to mix with traffic and queuing vehicles.</li> </ul>	
<b>C.</b>	
Are enough students living near the school to allow many to walk or bike to school if conditions were improved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <ul style="list-style-type: none"> <li>• Explain more about the number of student living near the school and how this relates to the anticipated success of the proposed SRTS project: According to data provided by Alachua County Public Schools, 90 students live within 1 mile, and 373 within 2 miles, of the proposed project -- distances that are both walkable and bikeable for many elementary-aged students. In addition to the proximity, the area surrounding Parker Elementary School is considered to be generally very walkable and bikeable on account of a fine-grained street grid, ample shade trees, flat terrain, existing traffic calming and proximity to the University of Florida. Closing this critical pedestrian/bicycle gap will help expand the walking and biking network, improving conditions for students already walking and biking, and encouraging many more to do so.</li> </ul>	
<b>D.</b>	
Write a brief history of the neighborhood traffic issues as background for the proposed project: The proposed project is located on NW 20 <sup>th</sup> St, between NW 8 <sup>th</sup> Ave and NW 7 <sup>th</sup> Ln, which is a relatively low-speed, low-(vehicle) volume street, but which experiences significant congestion and queuing issues around school drop-off/pick-up times. Congestion and queuing issues are exacerbated by the lack of a traffic-separated pathway, which makes walking and biking uncomfortable and hazardous. Nearby NW 8 <sup>th</sup> Ave experiences higher volumes and speeds (AADT: 17,000 AADT; posted speed: 35 mph (85%: 42 mph), which sometimes impact NW 20 <sup>th</sup> St.	
<b>E.</b>	
How do the demographics of the school population relate to the anticipated success of the proposed SRTS project? For instance, is there a population of students near the school from a culture which traditionally walks a lot? As mentioned, proximity to the University of Florida/Shands and other environmental characteristics create a generally walkable/bikeable environment at Parker Elementary School and surrounding neighborhoods: University Park, Florida Park, College Park, 5 <sup>th</sup> Avenue. This, combined with a significant share of University of Florida and Shands-employed parents, fosters a culture of walking and biking, and suggests a strong chance of success for the proposed SRTS project.	
<b>F.</b>	
Provide the percent of free or reduced lunch program at the affected school: <u>42%</u>	





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<b>SECTION 4 – PROBLEM IDENTIFICATION</b>	
<b>G. STUDENT TRAVEL DATA:</b>	
1. School data: based on the <u>Student In-Class Travel Tally</u> :	
a. Number of students currently walking to school: .....	
b. Number of students currently biking to school: .....	
c. Total currently walking or biking to school (add a & b) .....	
d. Number of students in this school: .....	
e. Percent of student in school currently walking or biking to school: (c divided by d): .....	
2. Route Data:	
a. Number of students from the affected schools living along the proposed route: ..... 31	
b. Based on (mark all that apply): *Existing School Data: <input checked="" type="checkbox"/> *Visual Observation Survey: <input type="checkbox"/> *Estimates: <input checked="" type="checkbox"/>	
c. Number of student currently walking or biking along this route: ..... XXX	
d. Number of student who could walk or bike along the proposed route after improvements: ..... 91	

<b>SECTION 5 – SPECIFIC INFRASTRUCTURE IMPROVEMENT(S) REQUESTED</b>	
<b>A. LOCATION</b>	
<i>Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.</i>	
Request #1 St. Name: NW 20 <sup>th</sup> Street	Maintaining Agency: <input checked="" type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> State
From: NW 8 <sup>th</sup> Avenue	To: NW 7 <sup>th</sup> Ave
Project's closest point to school: <input checked="" type="checkbox"/> 0 to ½ mile;	<input type="checkbox"/> ½ to 1 mile; <input type="checkbox"/> 1 to 1 ½ miles; <input type="checkbox"/> 1 ½ miles+
Request #2 St. Name:	Maintaining Agency: <input checked="" type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> State
From:	To:
Project's closest point to school: <input checked="" type="checkbox"/> 0 to ½ mile;	<input type="checkbox"/> ½ to 1 mile; <input type="checkbox"/> 1 to 1 ½ miles; <input type="checkbox"/> 1 ½ miles+
See Attachment for additional project sites: <input type="checkbox"/>	
Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations: Immediately adjacent to the project is a large joint-use athletic/recreation field, used by the Gainesville and University of Florida communities, and accessed by foot and bike. Within 2 miles of the project are several neighborhoods, schools (Westwood Middle School, Gainesville High School), parks (Oakview, Seminary Tot Lot and Sharmie Ffar, etc.), shopping districts (on University Ave, NW 13th St, NW 10th St), informal trails and -- last, but not least -- the University of Florida and Shands campuses. Though it is a small project, it would expand the non-motorized network, improving access, comfort and safety to all of the destinations mentioned.	
<b>B. SIDEWALK, BIKE LANE, PAVED SHOULDER, OR SHARED USE PATH</b>	
<input type="checkbox"/> Continuation of Existing Sidewalk	<input type="checkbox"/> New Sidewalk
<input type="checkbox"/> Continuation of Existing Bike Lane	<input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction)
<input type="checkbox"/> Continuation of Paved Shoulder	<input type="checkbox"/> New Paved Shoulder
<input checked="" type="checkbox"/> Continuation of Shared Use Path	<input type="checkbox"/> New Shared Use Path
Comments: describe below your requests in detail, including location, length, side of road, etc	
Request #1:	The request is to construct approximately 430 feet of pedestrian/bicycle pathway (5 ft wide pathway, from the gutter line, with an 18" wide traffic separator) on NW 20 <sup>th</sup> St, from NW 8 <sup>th</sup> Ave to NW 7 <sup>th</sup> Ln. Due to insufficient off-street right-of-way, the project will be constructed at street grade and will require the removal of existing on-street parking. The project will create two new accessible curb ramps (at NW 8 <sup>th</sup> Ave and NW 7 <sup>th</sup> Ln) and will retrofit two others (at NW 7 <sup>th</sup> Ln and NW 7 <sup>th</sup> Ave). The project will also install three new, high-visibility/continental crosswalks (at NW 8 <sup>th</sup> Ave, NW 7 <sup>th</sup> Ln and NW 7 <sup>th</sup> Ave).
Request #2:	
See Attachment for additional project sites: <input type="checkbox"/>	



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**SECTION 5 – SPECIFIC INFRASTRUCTURE IMPROVEMENT(S) REQUESTED**

Describe any other requests:

**C. TRAFFIC CONTROLS**

Mark all that apply in regard to traffic control devices:

We have all necessary traffic control devices (**Proceed to E**)  
 We need pedestrian signals (features)                       We need other school-related signals or beacons  
 We need traffic signs     We need other school-related signs  
 We need marked crosswalks     We need other roadway markings

Describe the existing and needed traffic controls:

**D. TRAFFIC DATA**

*Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit: 30	Operating Speed: 25%: 23 mph; 85%: 28 mph	AADT: 1,211 (nearest count taken)
St 2: Posted Speed Limit:	Operating Speed:	AADT:

**SECTION 6 – COST ESTIMATE**

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible as we do not allow contingency.

**FDOT District contact in the Estimates Offices can help you with your cost estimate ([directory](#)):**  
 Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM) and FDOT Design Standards. Projects on local systems must meet the minimum the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at: <https://www.fdot.gov/roadway>

Construction Cost	62,422.50
Maintenance of Traffic (MOT)	\$3,000.00
Mobilization	\$5,362.50
Subtotal	\$70,785.00
Total Construction Cost	\$70,785.00
Professional Engineering Design	\$10,500.00
Construction Engineering and Inspection	\$10,500.00
<b>GRAND TOTAL</b>	<b><u>\$91,785.00</u></b>

Printed name of person preparing detailed cost estimate:     Matt Herrmann, PE      
 Contact #:     352-359-6527     Email:     HerrmannMC@cityofgainesville.org      
 Signature \_\_\_\_\_ Date: \_\_\_\_\_

**SECTION 6B– REQUEST FOR FUNDING COST ESTIMATE**



FLORIDA DEPARTMENT OF TRANSPORTATION  
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A Request for Funding Cost Estimate must be signed and sealed by P.E. and submitted as part of the application. Please access the accompanying Funding Cost Estimate form #500-000-30b [here](#).

**SECTION 7 - SUBMISSION CHECKLIST**

*Notes: These will be counted toward total application score.*

- Application
- SRTS Meeting Public Notification
- Meetings Sign in Sheet & Minutes
- Student In-Class Travel Tally Data Summary
- Parent Survey Data Summary
- Proof of Right of Way
- Letters of Public Support (up to 5)
- Documentation Affected Homeowners were Notified
- Documentation of Hazardous Walking Condition (if applicable)
- Request for Funding Cost Estimate
- Before Color Pictures (jpg format)
- Color Project Map Showing School Location
- Map Showing Existing Conditions
- Map Showing Proposed Improvements
- Map Showing Where Students Attending School Live
- Traffic/Engineering Report Evaluating the Problem (if applicable)
- Signal Warrants (if applicable)



## A. Bicycle/Pedestrian Priorities

**Table 1  
Bicycle/Pedestrian Priorities  
Gainesville Metropolitan Area  
Fiscal Years 2022-23 to 2026-27**

Number	Project	Location	Description
1	Americans with Disabilities Act Modifications	AT: Gainesville Metropolitan Area-wide	Modifications to Deficient Sidewalks, Ramps and Transit Stops
2	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
3	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	<ol style="list-style-type: none"> <li>1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing;</li> <li>2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing;</li> <li>3. Conduct a line-of-sight analysis of the curve;</li> <li>4. Increase visibility of both motorists and trail users; and</li> <li>5. Analyze options for traffic calming at the crossing. [22,500 AADT]</li> </ol>
4	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue [SR 222]	Extend the Rail/Trail North to NW 39 Avenue
11	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
12	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-Use Path
13	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-Use Path - Preliminary Engineering funding

**Table 1 (Continued)**  
**Bicycle/Pedestrian Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2022-23 to 2026-27**

Number	Project	Location	Description
<b>14</b>	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
<b>15</b>	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
<b>16</b>	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
<b>17</b>	SW 43 Street	FM: SW 24 Avenue TO: SW 20 Avenue	Construct sidewalks to fill sidewalk gaps
<b>18</b>	NW 23 Avenue	FM: NW 88 Street TO: Interstate 75 Bridge	Construct sidewalk to fill sidewalk gap on south side
<b>19</b>	Archer Braid Trail	FM: Tower Road TO: Interstate 75 Bridge	Construct Multi-Use Path
<b>20</b>	NW 20th Street	FM: NW 7th Avenue TO: NW 8th Avenue	Construct Bicycle/Pedestrian Facility
<b>21</b>	NE 39 Avenue	AT: NE 28 Drive	Install Midblock Crossing
<b>22</b>	W University Avenue [SR 26] W 13 Street [SR 25]	FM: NW 34 Street TO: NE 15 Street  FM: SW 16 Avenue TO: NW 8 Avenue	Implement project recommendations provided in the 2021 City of Gainesville-funded HDR corridor study to design and construct safety enhancements that prioritize people.
<b>23</b>	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Multimodal Emphasis Corridor Study Implementation - Install Enhanced Pedestrian Crossings [29,000 AADT]
<b>24</b>	SW 13 Street [U.S. HWY 441]	AT: Archer Road [SR 24]	Removal of Sliplanes
<b>25</b>	SW 13 Street [U.S. HWY 441]	FM: Museum Drive TO: Inner Road	Construct Offstreet Bike Path
<b>26</b>	SW 13 Street [U.S. HWY 441]	FM: Inner Road TO: W University Avenue	Construct Offstreet Bike Path

Notes: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program. Project components in *italics* have been completed.


ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; HWY = Highway; NW = Northwest; RTS = Regional Transit System; SR = State Road; SW = Southwest; UF = University of Florida; U.S. = United States; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee and Bicycle/Pedestrian Advisory Board.



April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transit Ridership Status Report

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

On June 21, 2021, a Metropolitan Transportation Planning Organization member requested updated transit ridership information in order to monitor Covid-19 Pandemic-impacted transit ridership recovery. Subsequently, the Metropolitan Transportation Planning Organization:

- Discussed and approved its most recent annual ridership report for the Regional Transit System at its July 14, 2021 meeting; and
- Received a transit ridership status report at its October 25, 2021 meeting.

Below is the link to the Annual Transit Ridership Monitoring Report approved on July 14, 2021.

[http://ncfrpc.org/mtpo/publications/Transit/Transit\\_Ridership\\_Monitoring\\_Report\\_2020a.pdf](http://ncfrpc.org/mtpo/publications/Transit/Transit_Ridership_Monitoring_Report_2020a.pdf)

Exhibit 1 shows Pre-Covid-19 Pandemic Fiscal Year 2018-19 and Pre-Covid-19 Pandemic Fiscal Year 2019-20 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2019-20 sample transit ridership.

Exhibit 2 shows Covid-19 Pandemic-impacted Fiscal Year 2019-20 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2020-21 sample transit ridership.

Exhibit 3 shows Covid-19 Pandemic-impacted Fiscal Year 2020-21 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2021-22 sample transit ridership.

Exhibit 4 shows Pre-Covid-19 Fiscal Year 2018-19 sample transit ridership contrasted with Covid-19 Pandemic-impacted plus Fare-Free Fiscal Year 2021-22 sample transit ridership through March 2022. This exhibit shows that ridership is recovering, but is significantly below Pre-Covid-19 Pandemic ridership.

Attachments

t:\scott\sk22\mtpo\memo\rts\_ridership\_status\_rpt\_apr25\_mtpo.docx





**EXHIBIT 1**

**Transit Ridership with Covid-19 Impacts - Sample Routes**

**Fiscal Year 2019-20**

**Fiscal Year 2019-20**

**Pre-Covid-19 Pandemic Ridership**

**Covid-19 Pandemic Ridership**

Year	October	November	December	January	February	Sum	March	April	May	June	July	August	September	Sum
<b>Route 1</b>														
2018-19	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
2019-20	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
<b>Ridership Percentage Change</b>						<b>-3.37%</b>								<b>-53.64%</b>
<b>Route 9</b>														
2018-19	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
2019-20	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
<b>Ridership Percentage Change</b>						<b>5.70%</b>								<b>-88.83%</b>
<b>Route 12</b>														
2018-19	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
2019-20	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
<b>Ridership Percentage Change</b>						<b>-1.70%</b>								<b>-79.67%</b>
<b>Route 20</b>														
2018-19	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
2019-20	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
<b>Ridership Percentage Change</b>						<b>-4.48%</b>								<b>-81.68%</b>
<b>Route 35</b>														
2018-19	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
2019-20	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
<b>Ridership Percentage Change</b>						<b>-5.08%</b>								<b>-79.86%</b>

**Percentage Ridership Decrease  
Ridership Increase [Full Month]**



**EXHIBIT 2**

**Transit Ridership with Covid-19 Impacts - Sample Routes**

**Fiscal Year 2020-21**

**Covid-19 Pandemic Ridership**

<b>Year</b>	<b>October</b>	<b>November</b>	<b>December</b>	<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>August</b>	<b>September</b>	<b>Sum</b>
<b>Route 1</b>													
2019-20	53,894	43,234	33,824	48,595	43,437	27,967	14,903	14,446	19,961	22,080	23,102	19,656	365,099
2020-21	20,681	16,747	17,714	18,697	18,293	20,846	<b>18,745</b>	<b>16,351</b>	<b>17,051</b>	<b>17,867</b>	<b>23,108</b>	<b>26,385</b>	232,485
													<b>-36.32%</b>
<b>Route 9</b>													
2019-20	61,789	44,225	17,949	54,315	53,366	12,648	1,194	939	1,265	1,410	2,079	5,328	256,507
2020-21	5,213	3,490	2,613	5,626	7,453	7,953	<b>6,262</b>	<b>4,805</b>	<b>5,865</b>	<b>7,131</b>	<b>15,786</b>	<b>32,481</b>	104,678
													<b>-59.19%</b>
<b>Route 12</b>													
2019-20	56,108	41,878	22,499	49,368	48,322	17,817	4,121	3,673	4,471	5,194	5,884	8,714	268,049
2020-21	8,902	7,275	6,710	11,170	12,962	12,814	<b>12,022</b>	<b>11,519</b>	<b>11,286</b>	<b>11,858</b>	<b>24,022</b>	<b>33,545</b>	164,085
													<b>-38.79%</b>
<b>Route 20</b>													
2019-20	90,984	67,886	35,901	74,573	74,157	24,119	5,791	6,672	8,727	9,358	11,872	16,198	426,238
2020-21	17,708	14,351	12,030	19,023	21,737	25,227	<b>22,301</b>	<b>15,097</b>	<b>17,290</b>	<b>20,011</b>	<b>30,123</b>	<b>53,939</b>	268,837
													<b>-36.93%</b>
<b>Route 35</b>													
2019-20	68,404	49,687	25,794	56,747	56,463	18,754	4,394	5,303	7,277	7,582	8,608	12,665	321,678
2020-21	12,808	10,097	8,703	13,828	14,827	16,372	<b>14,453</b>	<b>9,688</b>	<b>9,941</b>	<b>10,901</b>	<b>21,202</b>	<b>37,262</b>	180,082
													<b>-44.02%</b>

**Percentage Ridership Decrease**

**Ridership Increase [Full Month]**



**EXHIBIT 3**

**Transit Ridership with Covid-19 Impacts - Sample Routes**

**Fiscal Year 2021-22**

**Covid-19 Pandemic Plus Fare-Free Ridership**

<b>Year</b>	<b>October</b>	<b>November</b>	<b>December</b>	<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>August</b>	<b>September</b>	<b>Sum</b>
<b>Route 1</b>													
2020-21	20,681	16,747	17,714	18,697	18,293	20,846							92,132
2021-22	<b>24,956</b>	<b>20,475</b>	<b>20,100</b>	<b>20,632</b>	<b>22,011</b>	<b>24,642</b>							108,174
<b>Ridership Percentage Change</b>													<b>17.41%</b>
<b>Route 9</b>													
2020-21	5,213	3,490	2,613	5,626	7,453	7,953							24,395
2021-22	<b>26,184</b>	<b>25,425</b>	<b>12,283</b>	<b>19,996</b>	<b>27,414</b>	<b>23,499</b>							111,302
<b>Ridership Percentage Change</b>													<b>356.25%</b>
<b>Route 12</b>													
2020-21	8,902	7,275	6,710	11,170	12,962	12,814							47,019
2021-22	<b>27,098</b>	<b>24,798</b>	<b>15,456</b>	<b>24,998</b>	<b>29,317</b>	<b>26,291</b>							121,667
<b>Ridership Percentage Change</b>													<b>158.76%</b>
<b>Route 20</b>													
2020-21	17,708	14,351	12,030	19,023	21,737	25,227							84,849
2021-22	<b>46,568</b>	<b>40,093</b>	<b>21,250</b>	<b>29,295</b>	<b>45,140</b>	<b>39,114</b>							182,346
<b>Ridership Percentage Change</b>													<b>114.91%</b>
<b>Route 35</b>													
2020-21	12,808	10,097	8,703	13,828	14,827	16,372							60,263
2021-22	<b>32,792</b>	<b>24,004</b>	<b>14,684</b>	<b>27,295</b>	<b>26,962</b>	<b>24,332</b>							125,737
<b>Ridership Percentage Change</b>													<b>108.65%</b>

**Percentage Ridership Decrease**  
**Ridership Increase [Full Month]**



**EXHIBIT 4**

**Transit Ridership with Covid-19 Impacts - Sample Routes**

**Fiscal Year 2018-19 - Fiscal Year 2021-22**

**Pre-Covid-19 Pandemic - Covid-19 Pandemic Plus Fare-Free Ridership Contrast**

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
<b>Route 1</b>													
2018-19	57,729	45,187	33,612	49,493	44,741	45,494							230,762
2021-22	24,956	20,475	20,100	20,632	22,011	24,642							108,174
<b>Ridership Percentage Change</b>													<b>-53.12%</b>
<b>Route 9</b>													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866							219,144
2021-22	26,184	25,425	12,283	19,996	27,414	23,499							111,302
<b>Ridership Percentage Change</b>													<b>-49.21%</b>
<b>Route 12</b>													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822							221,959
2021-22	27,098	24,798	15,456	24,998	29,317	26,291							121,667
<b>Ridership Percentage Change</b>													<b>-45.18%</b>
<b>Route 20</b>													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709							359,599
2021-22	46,568	40,093	21,250	29,295	45,140	39,114							182,346
<b>Ridership Percentage Change</b>													<b>-49.29%</b>
<b>Route 35</b>													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281							270,860
2021-22	32,792	24,004	14,684	27,295	26,962	24,332							125,737
<b>Ridership Percentage Change</b>													<b>-53.58%</b>

**Percentage Ridership Decrease  
Ridership Increase [Full Month]**







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April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Metropolitan Planning Organization Advisory Council -  
2022 Weekend Institute

STAFF RECOMMENDATION

**No Action Required.**

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has announced two meeting dates for its Weekend Institute - April 22 through 24, 2022 and May 20 through 22, 2022 (Exhibit 1). The Weekend Institute provides training regarding the transportation planning process. The Florida Metropolitan Planning Organization Advisory Council provided the:

- 2022 Metropolitan Planning Organization Advisory Council Institute Agenda (Exhibit 2); and
- Online registration information (Exhibit 3) for the two Weekend Institutes.

Attachments

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# MPOAC Weekend Institute 2022

## CONFERENCE OVERVIEW

Transportation decision-makers face numerous challenges in making complex transportation decisions. Many new MPO board members have limited prior experience with the planning and funding of the local and regional transportation system. Even board members with years of experience struggle mastering important elements of the transportation planning process, especially given the constant evolution of federal and state regulations.

The MPOAC Weekend Institute for Elected Officials provides MPO board members with an opportunity to enhance their understanding and leadership skills regarding transportation decision-making, including the key role they play in the process.

## TWO EVENTS / TWO LOCATIONS

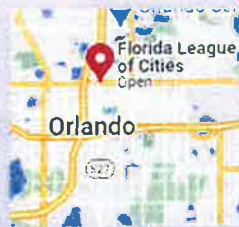
The MPOAC Weekend Institute for Elected Officials will be held twice in 2022:

- April 22-24 at the FLC University Training Center in Orlando
- May 20-22 at the Renaissance Hotel International Plaza in Tampa

The MPOAC Weekend Institute is open to MPO board members only and space is limited to a total of 25 participants per Institute. Florida MPOs may send up to three board members to each event on a first-come, first-served basis. Select the event date you would like to attend and register by April 8, 2022 for Orlando or May 6, 2022 for Tampa.

April 22 - 24, 2022

FLC University Training Center  
Orlando, Florida



Hotel reservations are the responsibility of each Institute attendee. For reservations, contact the Courtyard by Marriott Orlando Downtown directly at (407) 996-1000 or visit <https://tinyurl.com/OrlandoInstitute2022>.

A rate of \$149.00 per night is available for Institute attendees who make reservations by March 23, 2022. The rate includes breakfast for one person per room. To receive the rate, notify the reservationist of your participation in the MPOAC Institute when making your hotel reservations.

The hotel offers \$20 on-site self parking if registered under the room block.

May 20 - 22, 2022

Renaissance Tampa  
International Plaza Hotel  
Tampa, Florida



Hotel reservations are the responsibility of each Institute attendee. For reservations, contact the Renaissance Tampa International Plaza Hotel directly at (813) 877-9200 or visit <https://tinyurl.com/TampaInstitute2022>.

A rate of \$149.00 per night is available for Institute attendees who make reservations by April 20, 2022. To receive the rate, notify the reservationist of your participation in the MPOAC Institute when making your hotel reservations.

The hotel offers free on-site self-parking. Overnight valet parking is available for \$23.00.

# MPOAC Weekend Institute 2022

## ABOUT THE INSTITUTE

The MPOAC Institute for Elected Officials covers a variety of topics of interest to MPO Board members. The information provided during the Institute is designed for practical application in transportation planning activities performed by elected officials. The goal is to provide MPO Board members with the knowledge and tools necessary to engage in the MPO process without requiring Board members to become transportation experts.

### Institute topics include:

- Laws and Regulations Affecting MPOs
- MPO Products and Process
- Transportation Jargon & Acronyms
- MPO Board Responsibilities and Authority
- Critical Funding Issues

## REGISTRATION

A registration fee of \$300 is required to attend the MPOAC Weekend Institute. The registration fee can be paid by check or credit card. Once registered, you will receive an email with instructions to pay the registration fee.

Please notify Tia Boyd at (813) 974-5324 or [tiaboyd@usf.edu](mailto:tiaboyd@usf.edu) at least two weeks prior to each event date if you need to cancel. Any room cancellations are the responsibility of the individuals in whose name the reservation is made and not that of the MPOAC. Cancellations after that time will not be refunded.

## WHAT TO EXPECT:

Check-in for the Institute will be held between 5:30-6 p.m. on the first day of the event. The program will begin promptly at 6:00 p.m. with a working dinner. Please note that while the dinner will be a good opportunity to mingle with fellow MPO Board members from around the state, it will also be used as a training opportunity and attendance is important. Breakfast will be provided each morning, as will a deli-style buffet lunch on Saturday. These meals, along with Friday's working dinner, are included in the registration fee. Saturday evening is a "free" evening and an opportunity to experience the diversity of restaurants and activities in the area.

## INSTITUTE TRAINERS

Harald (Hal) M. Beardall, JD  
Director  
FCRC Consensus Center  
Florida State University

Jeff Kramer, AICP  
Senior Research Associate  
Center for Urban Transportation  
Research  
University of South Florida

Scott C. Paine, Ph.D.  
Director  
Leadership Development  
and Education  
Florida League of Cities

Kristine Williams, AICP  
Program Director  
Center for Urban Transportation  
Research University of South Florida



## 2022 Weekend Institute Agenda

The weekend runs from 6 p.m. Friday night to noon on Sunday and follows this basic timeline:

<b>Friday</b> <b>6 p.m. - 9 p.m.</b>	<i>Registration begins at 5:30 p.m.</i> Friday evening will include a working dinner at 6 p.m. for registered guests only. Sessions will focus on MPO history ("How Did We Get Here?") and MPO authority in law ("The Authority and Responsibilities of MPOs").
<b>Saturday</b> <b>8:30 a.m. - 5 p.m.</b>	Morning session begins at 8:30 a.m. and will focus on the basics of transportation planning in an effort to familiarize the Board members with fundamental concepts, as well as common acronyms ("The Art & Science of Transportation Planning"). Saturday afternoon (following lunch) will focus on the guts of MPO work including a review of all the processes and products MPOs are responsible for managing and producing ("MPO Processes and Products").
<b>Sunday</b> <b>8:30 a.m. - Noon</b>	Session will start at 8:30 a.m. and provide an overview of transportation finance ("It's All About the Money").

Meals will be provided Friday night and Saturday afternoon. Complimentary breakfast is available to members registered under the hotel's room block. Members will have Saturday evening to themselves, but there are many dining options nearby. The workshop will break-up by noon on Sunday and lunch will not be provided that day.

\*This agenda applies to both Institutes in 2022. The finalized agenda will be sent via email to all registered attendees two weeks prior to the Institute.



EXHIBIT 3

# Copy of Online 2022 Registration

Registration is open for the 2022 MPOAC Institute

The MPOAC Weekend Institute is open to MPO board members only. Register electronically by completing the form below. A registration fee of \$300 is required to attend. A registration form must be completed for each person you want to attend.

## 2022 Registration Form

- Registrant Name \* \_\_\_\_\_
- MPO \_\_\_\_\_
- Phone \_\_\_\_\_
- Email \* \_\_\_\_\_

## Administrative Contact

- Name \* \_\_\_\_\_
- Phone \* \_\_\_\_\_
- Email \* \_\_\_\_\_
- Which event are you registering for? \*  
 March 2022  April 2022
- What jurisdiction or agency do you represent on the MPO Board?  
 City  County  Other \_\_\_\_\_
- If Other, please explain \_\_\_\_\_
- What office or position do you hold with your local jurisdiction? \_\_\_\_\_
- Years served as a MPO Board Member  
 0-6 months  6 months - 1 year  1-2 years  3-5 years  6-10 years  more than 10 years
- Are you and officer on the MPO Board?  
 Yes  No
- If yes, what position do you hold? \_\_\_\_\_
- How many years have you held this position?  
 0-1 year  1-2 years  3-5 years  more than 5 years
- Please select your method of payment \*  
A registration fee of \$300 is required to attend the MPOAC Weekend Institute.  Check  Credit Card

- Participant's Address  
\_\_\_\_\_  
Street Address Apt, Suite, Bldg. (optional) City State /  
Province / Region Postal / Zip Code
- Country \_\_\_\_\_

**EXHIBIT 3**

**Verification**

- Please enter any two digits \*  Example: 12
- 
- 

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Thank you for registering. You will receive an email confirmation that you are registered within 2 to 5 business days. If you do not receive an email confirmation within 5 business days, or if you have any questions please contact Tia Boyd at [tiaboyd@usf.edu](mailto:tiaboyd@usf.edu).

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**Pay by Credit Card Information:**

If you selected Credit Card as your method of payment, a link to pay will be sent by email upon receipt of your registration.

---

**Pay by Check Information:**

If you selected Check as your method of payment, make checks payable to **University of South Florida** and include in the memo line **TPA-211700-20500-2117196099-000000-000000**.

Please mail your check to:


University of South Florida  
Attn: Research Project Receivables  
PO Box 864568  
Orlando, FL 32886-4568





April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program -  
Fiscal Year 2022-23 Planning Grant Program Agreement Resolution

STAFF RECOMMENDATION

**Approve the attached Resolution No. 2022-01 authorizing the Executive Director to sign the Fiscal Year 2021-22 Transportation Disadvantaged Planning Grant Program Application for Alachua County and authorizing the Chair to execute the Fiscal Year 2022-23 Transportation Disadvantaged Program Planning Grant Agreement for Alachua County.**

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the designated official planning agency for the Transportation Disadvantaged Program for Alachua County. As the designated official planning agency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for Transportation Disadvantaged Program planning and providing the Alachua County Transportation Disadvantaged Coordinating Board with sufficient staff support and resources to enable the Board to fulfill its responsibilities.

Attached Resolution No. 2022-01 authorizes the Chair to sign the Fiscal Year 2022-23 Transportation Disadvantaged Planning Grant Program Agreement with the Florida Commission for the Transportation Disadvantaged. The Planning Grant Program Agreement provides the funding needed to provide staff services to the Coordinating Board.

Attachment

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RESOLUTION NO. 2022-01

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN THE FISCAL YEAR 2022-23 TRANSPORTATION DISADVANTAGED PLANNING GRANT PROGRAM APPLICATION FOR ALACHUA COUNTY AND AUTHORIZING THE CHAIR TO EXECUTE THE FISCAL YEAR 2022-23 TRANSPORTATION DISADVANTAGED PROGRAM PLANNING AGREEMENT FOR ALACHUA COUNTY WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED; REPEALING ALL RESOLUTIONS IN CONFLICT; PROVIDING AN EFFECTIVE DATE

WHEREAS, Chapter 427, Florida Statutes and Rule 41-2.009, Florida Administrative Code designates metropolitan planning organizations as designated official planning agencies for the Transportation Disadvantaged Program in urbanized areas;

WHEREAS, the designated official planning agency is responsible for Transportation Disadvantaged Program planning and providing the local Transportation Disadvantaged Coordinating Board with sufficient staff support and resources to enable the Board to fulfill its responsibilities;

WHEREAS, the Metropolitan Transportation Planning Organization is the designated official planning agency for the Transportation Disadvantaged Program for Alachua County; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into the Fiscal Year 2022-23 Transportation Disadvantaged Planning Grant Program Agreement and to undertake a transportation disadvantaged service project, as authorized by Section 427.0159, Florida Statutes and Rule 41-2, Florida Administrative Code.

NOW THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA:

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into the above referenced grant agreement.
2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chair to execute the above referenced grant agreement on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the Florida Commission for the Transportation Disadvantaged.
3. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chair to sign any and all assurances, agreements or contracts that is required in connection with the agreement.
4. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to act in connection with the agreement and to provide such additional information as may be required by the Florida Commission for the Transportation Disadvantaged.

5. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any and all reimbursement invoices, warranties, certification and any other documents that may be required in connection with the agreement.

6. That all resolutions or portions of resolutions in conflict with this resolution are hereby repealed to the extent of such conflict.

7. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 25th day of April A.D., 2022.

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION FOR THE  
GAINESVILLE URBANIZED AREA

---

Charles "Chuck" Chestnut, IV, Chair

ATTEST:

---

Mary Alford, Secretary/Treasurer

APPROVED AS TO FORM

---

Corbin Hanson, Attorney  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution 2022--01, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 25th day of April, A.D., 2022.

WITNESS my hand this 25th day of April, A.D., 2022.


\_\_\_\_\_  
Mary Alford, Secretary/Treasurer





April 18, 2022

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  
Membership Certification

STAFF RECOMMENDATION

**Authorize the Chair to sign the attached Alachua County Transportation Disadvantaged Coordinating Board Membership Certification.**

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the designated official planning agency for the Transportation Disadvantaged Program for Alachua County. As the designated official planning agency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to annually certify membership of the Alachua County Transportation Disadvantaged Coordinating Board.

The attached form certifies that the membership of the Coordinating Board is established pursuant to Rule 41-2.012(3) of the Florida Administrative Code. This form also certifies that the membership of the Coordinating Board represents, to the maximum extent feasible, a cross section of the local community.

Attachment

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**ALACHUA COUNTY  
TRANSPORTATION DISADVANTAGED COORDINATING BOARD  
MEMBERSHIP CERTIFICATION**

Name: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
 Address: 2009 N.W. 67th Place  
Gainesville, Florida 32653-1603

The Designated Official Planning Agency named above hereby certifies to the following:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41-2.012(3), Florida Administrative Code, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Charles S. Chestnut IV, Chair

REPRESENTATION	MEMBER	ALTERNATE	TERM ENDING
Local Elected Official/Chair	Charles S. Chestnut, IV		No Term
Elderly	Marie Small	Vacant	6/30/2023
Disabled	Spencer Morton	Vacant	6/30/2024
Citizen Advocate	James East	Vacant	6/30/2024
Citizen Advocate/User	Vacant	Vacant	6/30/2024
Children at Risk	Vacant	Vacant	6/30/2022
Florida Association for Community Action	Tiffany McKenzie	Caroline Ruff-Looney	6/30/2023
Public Education	Vacant	Vacant	No Term
Florida Agency for Persons with Disabilities	Sheryl Dick-Stanford	Sylvia Bamburg	No Term
Florida Department of Transportation	Janell Damato	Christina Nalsen	No Term
Florida Department of Children and Families	John Wisker	Louella Teague	No Term
Florida Department of Elder Affairs	Jeff Lee	Nick Hauzer	No Term
Florida Department of Education	Jeffrey Aboumrad	Vacant	No Term
Florida Agency for Health Care Administration	Reeda Harris	Pamela Hagley	No Term
Regional Workforce Development Board	Phyllis Marty	Anna Mendoza	No Term
Veteran Services	Albert Linden, Jr.	Vacant	6/30/2023
Local Mass Transit	Jesus Gomez	Mildred Crawford	No Term
Transportation Industry	Vacant	Vacant	6/30/2022
Local Medical Community	Erica Barnard	Vacant	6/30/2022





**CA.21**

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April 18, 2022

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 Erica Barnard as the voting Local Medical Community Representative on the Alachua County Transportation Disadvantaged Coordinating Board for a three-year term ending June 30, 2025.**

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 Erica Barnard will expire on June 30, 2022. Ms. Barnard 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.


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April 18, 2022

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 Appointments

#### RECOMMENDATION

- **Appoint Spencer Morton as the voting Persons with Disabilities Representative on the Alachua County Transportation Disadvantaged Coordinating Board.**
- **Appoint Caroline W. Ruff-Looney as the alternate Florida Association for Community Action Representative on the Alachua County Transportation Disadvantaged Coordinating Board.**

#### BACKGROUND

According to Rule 41-2.012 of the Florida Administrative Code, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. Spencer Morton has applied to be appointed as the voting Persons with Disabilities Representative on the Alachua County Transportation Disadvantaged Coordinating Board. Caroline W. Ruff-Looney has been nominated to serve as the alternate Florida Association for Community Action Representative on the Alachua County Transportation Disadvantaged Coordinating Board.

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





**CA.23**

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April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Alachua County  
Resolution of Appreciation

RECOMMENDATION:

**Approve the attached resolution of appreciation for Charles Harris.**

BACKGROUND:

The attached resolution of appreciation is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Charles Harris served as the Central Florida Community Action Agency Representative on the Board since June 2016.

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

Attachment

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## RESOLUTION

*WHEREAS, Charles Harris has served as the Central Florida Community Action Agency Representative on the Alachua County Transportation Disadvantaged Coordinating Board since June 2016; and*

*WHEREAS, Charles Harris ably discharged the duties of the Central Florida Community Action Agency Representative on the Alachua County Transportation Disadvantaged Coordinating Board;*

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

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

---

*Charles S. Chestnut IV, Chair*

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

April 25, 2022  
Date





**CA.24**

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April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Status Report

RECOMMENDATION

**For Information Only.**

BACKGROUND

Attached are the January 2022 - March 2022 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

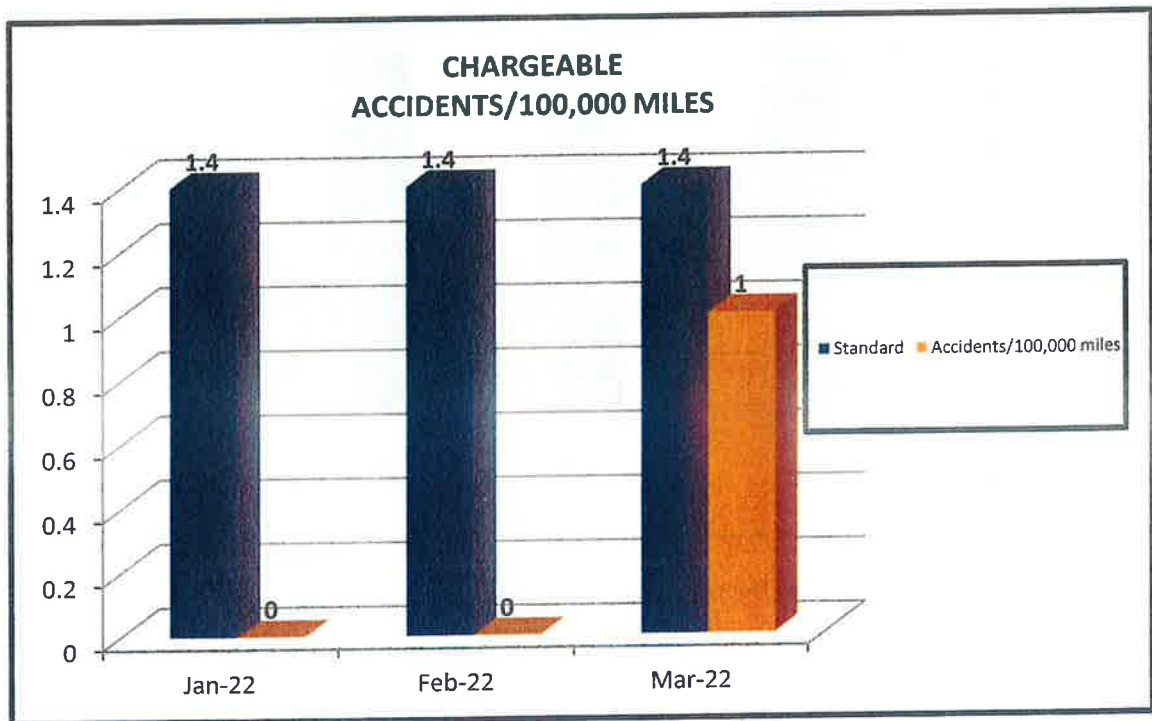
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## TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

### ALACHUA COUNTY JANUARY 2022 - MARCH 2022

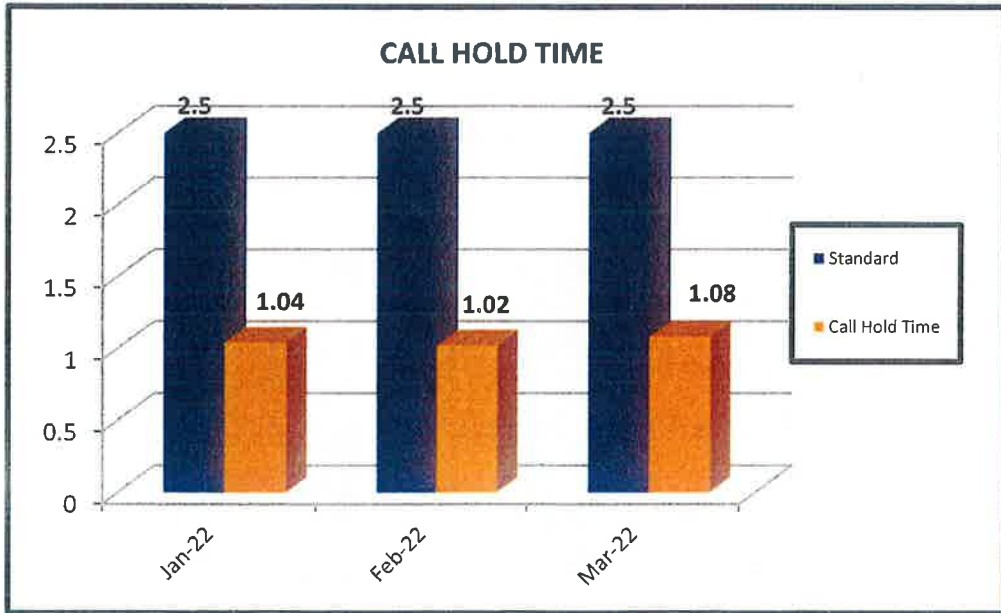
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Jan-22	1.4	0
Feb-22	1.4	0
Mar-22	1.4	1



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, JANUARY 2022 - MARCH 2022**

MONTH	STANDARD	CALL HOLD TIME
Jan-22	2.5	1.04
Feb-22	2.5	1.02
Mar-22	2.5	1.08

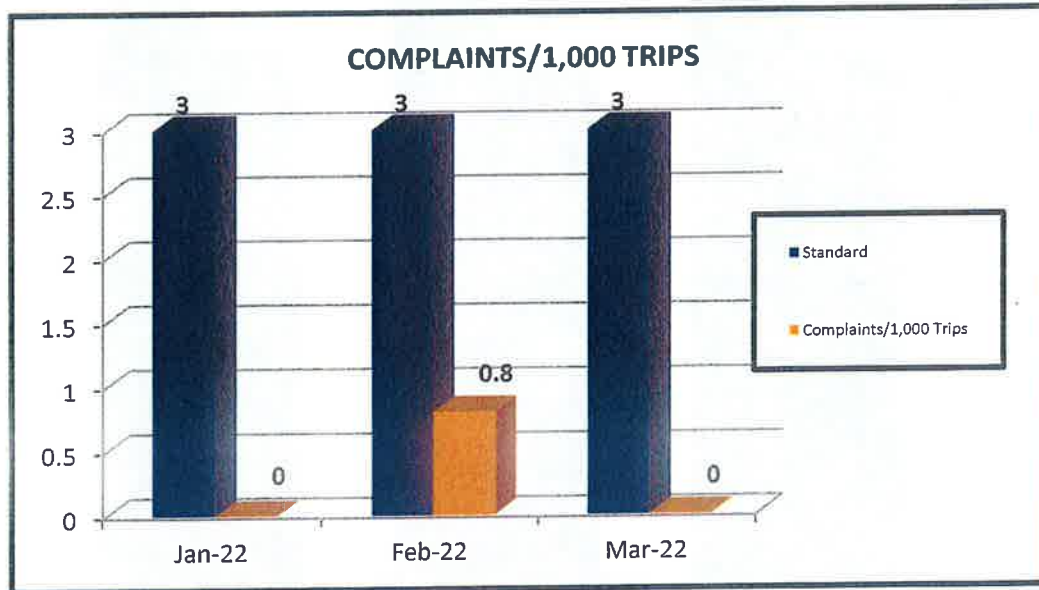


Source: MV Contract Transportation, Inc. Operations Report

## TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

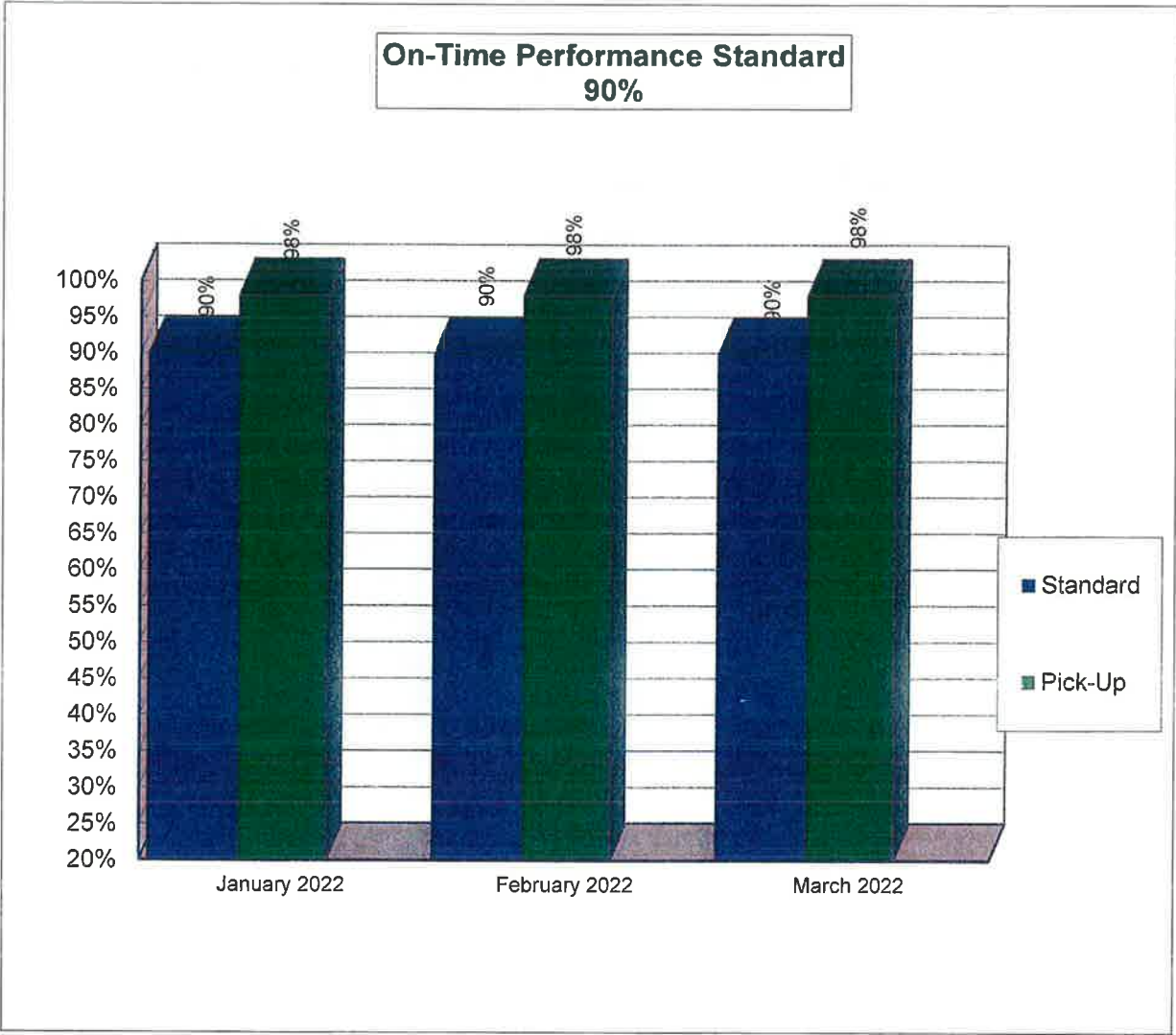
**ALACHUA COUNTY, JANUARY 2022 - MARCH 2022**

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jan-22	3	0
Feb-22	3	0.8
Mar-22	3	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED SERVICE PLAN  
STANDARDS OF PERFORMANCE  
ALACHUA COUNTY  
January 2022 - March 2022**

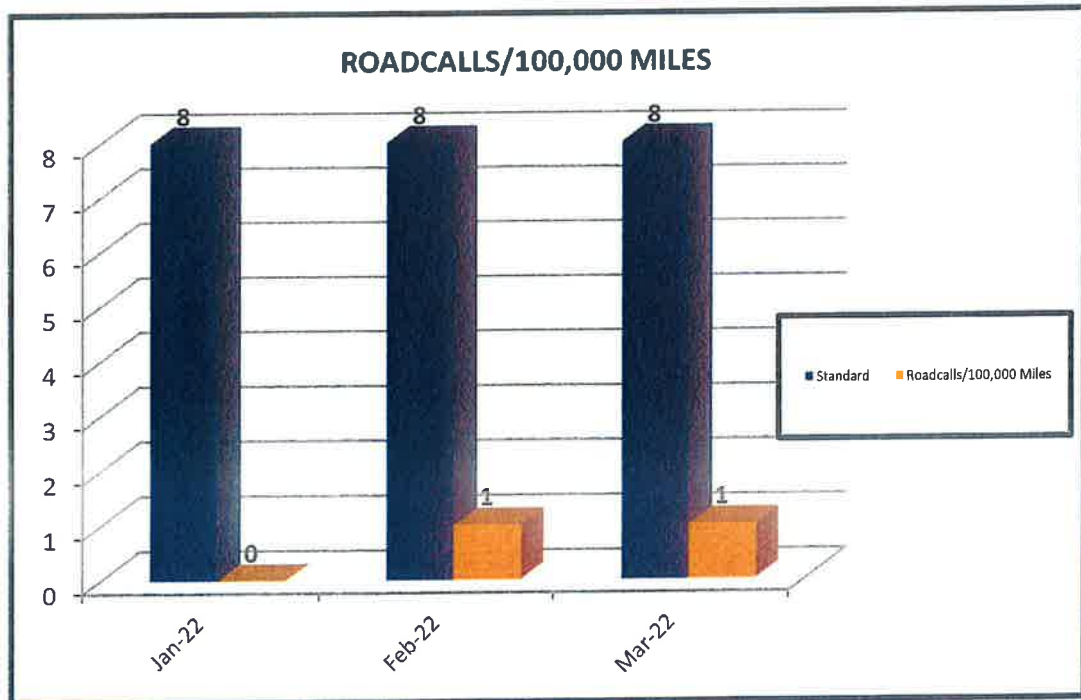


Source: MV Contract Transportatio, Inc. On-Time Analysis



**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, JANUARY 2022 - MARCH 2022**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jan-22	8	0
Feb-22	8	1
Mar-22	8	1



Source: MV Contract Transportation, Inc. Operations Report



***Meeting***

***Agenda***

***Enclosures***






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April 18, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendments - Various Projects  
(Fiscal Years 2021-22 to 2025-26)

JOINT RECOMMENDATION

The Bicycle Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Year 2021-22 to Fiscal Year 2025-26 Transportation Improvement Program for:

- Archer Road (State Road 24) at SW 16th Avenue (State Road 226) Traffic Signal Update [4343964] construction in Fiscal Year 2022-23;
- Archer Road (State Road 24) at SW 34th Street (State Road 121) Traffic Signal Update [4498441] preliminary engineering in Fiscal Year 2022-23;
- Interstate 75 (State Road 93) at NW 39th Avenue Intersection North Bound Off Ramp Modification [2129346] construction in Fiscal Year 2022-23;
- Newberry Road (State Road 26) from Tower Road to SE 9th Street Streetlighting Upgrade [4398081] construction in Fiscal Year 2021-22; and
- Federal Transit Administration \$10,660,817 Bus Replacement and East Gainesville Transfer Center Construction grant award [D2022-BUSC-023].

ADDITIONAL BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

The Bicycle Pedestrian Advisory Board recommends that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation consider bicycle and pedestrian safety enhancements as part of the:

- Archer Road (State Road 24) at SW 16th Avenue (State Road 226) Traffic Signal Update [4343964] construction in Fiscal Year 2022-23; and
- Archer Road (State Road 24) at SW 34th Street (State Road 121) Traffic Signal Update [4498441] preliminary engineering in Fiscal Year 2022-23.

## STAFF RECOMMENDATION

**Staff recommends that the Metropolitan Transportation Planning Organization:**

- 1. Amend its Fiscal Year 2021-22 to Fiscal Year 2025-26 Transportation Improvement Program for:**
  - **Archer Road (State Road 24) at SW 16th Avenue (State Road 226) Traffic Signal Update [4343964] construction in Fiscal Year 2022-23;**
  - **Archer Road (State Road 24) at SW 34th Street (State Road 121) Traffic Signal Update [4498441] preliminary engineering in Fiscal Year 2022-23;**
  - **Interstate 75 (State Road 93) at NW 39th Avenue Intersection North Bound Off Ramp Modification [2129346] construction in Fiscal Year 2022-23;**
  - **Newberry Road (State Road 26) from Tower Road to SE 9th Street Streetlighting Upgrade [4398081] construction in Fiscal Year 2021-22; and**
  - **Federal Transit Administration \$10,660,817 Bus Replacement and East Gainesville Transfer Center Construction grant award [D2022-BUSC-023].**
  
- 2. Authorize the Chair to send a letter requesting that the Florida Department of Transportation consider bicycle and pedestrian safety enhancements as part of the:**
  - **Archer Road (State Road 24) at SW 16th Avenue (State Road 226) Traffic Signal Update [4343964] construction in Fiscal Year 2022-23; and**
  - **Archer Road (State Road 24) at SW 34th Street (State Road 121) Traffic Signal Update [4498441] preliminary engineering in Fiscal Year 2022-23.**

## BACKGROUND

The Florida Department of Transportation has requested that the Metropolitan Transportation Planning Organization amend its Fiscal Year 2021-22 to Fiscal Year 2025-26 Transportation Improvement Program to include these projects (see Exhibit 1). Metropolitan Transportation Planning Organization approval is necessary in order to implement these projects with federal funds. Exhibit 2 is the Federal Register notice showing the grant award to the Regional Transit System.

Attachments



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 SUWANNEE STREET  
TALLAHASSEE, FL 32399-0450

March 24, 2022

Mr. Scott Koons, AICP  
Executive Director  
Gainesville MTPO  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653

**Re: FDOT Request: Amendments to the Gainesville MTPO Transportation Improvement Program (TIP) FY 2022-2026**

Dear Mr. Koons:

The Florida Department of Transportation (FDOT) requests an amendment to the transportation Improvement Program (TIP) for FY 2022-2026 for the April 25th, 2022 MTPO meeting.

**ALACHUA COUNTY**

**212934-6 I-75(SR93) NB off ramp at SR222(NW 39<sup>th</sup> Ave) EB**

<u>Fund</u>	<u>Phase</u>	<u>FY2023</u>
ACSS	CST	85,829

**434396-4 SR24(SW Archer Rd.) at SW 16<sup>th</sup> Street**

<u>Fund</u>	<u>Phase</u>	<u>FY2023</u>
ACSS	CST	182,869

**439808-1 SR26 from Tower Rd. to SE 9<sup>th</sup> Street**

<u>Fund</u>	<u>Phase</u>	<u>FY2022</u>
ARPA	CST	1,800,685
DIH	CST	100,000
DS	CST	7,795

Total: 1,908,480

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*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 SUWANNEE STREET  
TALLAHASSEE, FL 32399-0450

449844-1 SR24(SW Archer Rd.) at SR121 (SW34th Street)

<u>Fund</u>	<u>Phase</u>	<u>FY2023</u>
ACSS	PE	25,000

**Fund Codes**

ARPA: American Rescue Plan Act  
ACSS: Advance Construction  
DIH: State In-House Product Support  
DS: State Primary Highways & PTO

Approval of this TIP amendment will not affect the funding or advancement of other projects in the TIP.

Please contact me if you have any questions or comments.

*Mari Schwabacher*

Mari Schwabacher  
Gainesville MTPO Liaison  
FDOT District 2

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burden hours from 41.04 million hours to 50.37 million hours. The increase is the result of the increase in estimated driver population as well as the increase in expected industry growth rate for drivers from 2020 to 2030. Two types of information are collected under this IC: (1) Drivers' RODS commonly referred to as a logbook, and (2) supporting documents, such as gasoline and toll receipts, that motor carriers use to verify accuracy of RODS and document expense deductions for income tax filing purposes. The use of ELDs reduces the driver's time to input duty status from 6.5 minutes to 2 minutes. This IC includes only the estimate of 2 minutes for drivers and motor carriers.

*Title:* Hours of Service (HOS) of Drivers Regulations.

*OMB Control Number:* 2126-0001.

*Type of Request:* Renewal of an information collection.

*Respondents:* Motor Carriers of Property and Passengers, Drivers of CMVs.

*Estimated Number of Respondents:* 4.24 million CMV drivers; 602,542 Motor Carriers.

*Estimated Time per Response:* CMV drivers using technology: 2 minutes. Motor Carriers: 2 minutes.

*Expiration Date:* July 31, 2022.

*Frequency of Response:* Drivers: 240 days per year; Motor carriers 240 days per year.

*Estimated Total Annual Burden:* 50.37 million hours.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the information collected. The agency will summarize or include your comments in the request for OMB's clearance of this ICR.

Issued under the authority of 49 CFR 1.87 on:

**Thomas P. Keane,**  
Associate Administrator, Office of Research and Registration.

[FR Doc. 2022-05728 Filed 3-17-22; 8:45 am]

BILLING CODE 4910-EX-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

**Announcement of Fiscal Year 2021 Grants for Buses and Bus Facilities Program Project Selections**

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice; announcement of project selections. Grants for Buses and Bus Facilities Program.

**SUMMARY:** The U.S. Department of Transportation's (DOT) Federal Transit Administration (FTA) announces the allocation of \$409,274,220 to projects under the Fiscal Year (FY) 2021 Grants for Buses and Bus Facilities Program (Buses and Bus Facilities Program) and provides administrative guidance on project implementation.

**FOR FURTHER INFORMATION CONTACT:** Successful applicants should contact the appropriate FTA Regional Office for information regarding applying for the funds or program-specific information. A list of Regional Offices can be found at [www.transit.dot.gov/](http://www.transit.dot.gov/). Unsuccessful applicants may contact Tom Wilson, Office of Program Management at (202) 366-5279, email: [Thomas.Wilson@dot.gov](mailto:Thomas.Wilson@dot.gov) within 30 days of this announcement to arrange a proposal debriefing. A TDD is available at 1-800-877-8339 (TDD/FIRS).

**SUPPLEMENTARY INFORMATION:** Federal public transportation law (49 U.S.C. 5339(b)) authorizes FTA to make competitive grants for buses and bus facilities. Federal public law (49 U.S.C. 5338(a)(2)(M)) authorized \$289,044,179 in FY 2021 funds for the Grants for Buses and Bus Facilities Program. The Consolidated Appropriations Act, 2021, appropriated an additional \$125,000,000 for the Grants for Buses and Bus Facilities Program. After the oversight takedown of \$4,455,331, FTA is announcing the availability of \$409,588,848 for the Grants for Buses and Bus Facilities Program.

On September 20, 2021, FTA published a Notice of Funding Opportunity (NOFO) (86 FR 52291) announcing the availability of \$409,588,848 in competitive funding under the Buses and Bus Facilities Program. These funds will provide financial assistance to states and eligible public agencies to replace, rehabilitate, purchase, or lease buses, vans, and related equipment, and for capital projects to rehabilitate, purchase, construct, or lease bus-related facilities. In response to the NOFO, FTA received 303 eligible project proposals totaling

approximately \$2.56 billion in Federal funds. Project proposals were evaluated based on each applicant's responsiveness to the program evaluation criteria outlined in the NOFO.

Based on the criteria in the NOFO, FTA is funding 70 projects, as shown in Table 1, for a total of \$409,274,220. Recipients selected for competitive funding are required to work with their FTA Regional Office to submit a grant application in FTA's Transit Award Management System (TrAMS) for the projects identified in the attached table to quickly obligate funds. Grant applications must only include eligible activities applied for in the original project application. Funds must be used consistent with the competitive proposal and for the eligible capital purposes described in the NOFO.

In cases where the allocation amount is less than the proposer's total requested amount, recipients are required to fund the scalable project option as described in the application. If the award amount does not correspond to the scalable option, the recipient should work with the Regional Office to reduce scope or scale the project such that a complete phase or project is accomplished. Recipients may also provide additional local funds to complete a proposed project. A discretionary project identification number has been assigned to each project for tracking purposes and must be used in the TrAMS application.

Selected projects are eligible to incur costs under pre-award authority no earlier than the date projects were publicly announced. Pre-award authority does not guarantee that project expenses incurred prior to the award of a grant will be eligible for reimbursement, as eligibility for reimbursement is contingent upon other requirements, such as planning and environmental requirements, having been met. For more about FTA's policy on pre-award authority, please see the current FTA Apportionments, Allocations, and Program Information and Interim Guidance at <https://www.transit.dot.gov/funding/apportionments>. Post-award reporting requirements include submission of Federal Financial Reports and Milestone Progress Reports in TrAMS (see FTA Circular 5010.1E). Recipients must comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal requirements in carrying out the project supported by the FTA grant. FTA emphasizes that recipients must follow all third-party procurement requirements set forth in Federal public

transportation law (49 U.S.C. 5325(a)) and described in the FTA Third Party Contracting Guidance Circular (FTA Circular 4220.1). Funds allocated in this announcement must be obligated in a grant by September 30, 2025.

**Technical Review and Evaluation Summary:** The FTA assessed all project proposals that were submitted under the FY 2021 Buses and Bus Facilities Program competition according to the following evaluation criteria. The specific metrics for each criterion were described in the September 20, 2021, NOFO:

1. Demonstration of Need
2. Demonstration of Benefits
3. Planning/Local Prioritization
4. Local Financial Commitment
5. Project Implementation Strategy
6. Technical, Legal, and Financial Capacity

For each project, a technical review panel assigned a rating of Highly Recommended, Recommended, or Not

Recommended for each of the six criteria. The technical review panel then assigned an overall rating of Highly Recommended, Recommended, Not Recommended, or Ineligible to the project proposal.

Projects were assigned a final overall rating of Highly Recommended if they were rated Highly Recommended in at least four categories overall, with no Not Recommended ratings. Projects were assigned a final overall rating of Recommended if the projects had three or more Recommended ratings and no Not Recommended ratings. Projects were assigned a rating of Not Recommended if they received a Not Recommended rating in any criteria. A summary of the final overall ratings for all 303 eligible project proposals is shown in the table below.

**OVERALL PROJECT RATINGS**  
[Eligible submissions]

Highly Recommended .....	166
Recommended .....	95
Not Recommended .....	42
<b>Total .....</b>	<b>303</b>

As outlined in the NOFO, FTA made the final selections based on the technical ratings as well as geographic diversity, diversity in the size of transit systems receiving funding, Administration priorities including climate change, and/or receipt of other recent competitive awards.

As further outlined in the NOFO, in some cases, due to funding limitations, proposers that were selected for funding received less than the amount originally requested.

**Nuria I. Fernandez,**  
Administrator.

**TABLE 1—FY 2021 GRANTS FOR BUSES AND BUS FACILITIES PROJECT SELECTIONS**

State	Recipient	Project ID	Project description	Allocation
AK	City and Borough of Juneau, Capital Transit	D2022-BUSC-001	On-route electric bus charging infrastructure	\$1,446,827
AL	City of Mobile	D2022-BUSC-002	Bus replacement	4,850,535
AR	City of Jonesboro	D2022-BUSC-003	Bus stop technology upgrades	752,000
AZ	Northern Arizona Intergovernmental Transportation Authority	D2022-BUSC-004	Electric buses and charging equipment procurement; bus storage facility construction.	1,292,118
CA	Eastern Contra Costa Transit Authority	D2022-BUSC-005	Zero-emission bus infrastructure	3,998,543
CA	Sacramento Regional Transit District	D2022-BUSC-006	Bus replacement	5,250,000
CA	City of Torrance Transit Department	D2022-BUSC-007	Transit fleet modernization	6,280,000
CA	Napa Valley Transportation Authority	D2022-BUSC-008	Zero-emission bus electrification	8,455,856
CA	Riverside Transit Agency	D2022-BUSC-009	Construction of hydrogen fueling stations and workforce training.	8,787,846
CA	San Luis Obispo Regional Transit Authority	D2022-BUSC-010	Zero-emission bus replacement	8,799,979
CA	SunLine Transit Agency	D2022-BUSC-011	Zero-emission bus procurement and bus refurbishment for the Coachella Valley.	8,409,070
CA	City of Norwalk: Norwalk Transit System	D2022-BUSC-012	Zero-emission battery electric bus replacement	3,530,822
CA	City of Santa Rosa	D2022-BUSC-013	Replacing diesel buses with battery electric and supporting infrastructure.	4,288,300
CA	North County Transit District (NCTD)	D2022-BUSC-014	Hydrogen electric bus replacement	4,800,000
CA	City of Cerritos	D2022-BUSC-015	Electric bus procurement and fleet replacement	4,378,140
CA	Foothill Transit	D2022-BUSC-016	Zero-emission double deck bus procurement	7,942,200
CA	California DOT on behalf of the City of Arvin	D2022-BUSC-017	Rural battery electric bus replacement	2,922,550
CA	California DOT on behalf of Yosemite Area Regional Transportation System (YARTS)	D2022-BUSC-018	Improving bus system inter-modal connectivity to Yosemite National Park.	4,600,625
CO	State of Colorado, Department of Transportation (CDOT)	D2022-BUSC-019	Snowmass Multimodal Transit Station	13,500,000
CO	State of Colorado, Department of Transportation (CDOT)	D2022-BUSC-020	Rural regional transit center renovations and expansion.	9,350,000
CT	Connecticut Department of Transportation	D2022-BUSC-021	Zero-emission bus procurement	11,446,538
DE	Delaware Transit Corporation	D2022-BUSC-022	Rehoboth Transit Center modernization	5,400,000
FL	City of Gainesville Dept of Transportation & Mobility, Regional Transit System.	D2022-BUSC-023	Bus replacement and East Gainesville transfer station construction.	10,660,817
FL	Pinellas Suncoast Transit Authority	D2022-BUSC-024	Electric bus and charging expansion	18,399,000
GA	Metropolitan Atlanta Rapid Transit Authority (MARTA)	D2022-BUSC-025	Clayton County Multipurpose Operations and Maintenance Facility.	15,000,000
HI	Honolulu, City and County of	D2022-BUSC-026	Battery electric bus acquisition and service expansion.	4,711,900
IA	Ames Transit Agency, d/b/a CyRide	D2022-BUSC-027	Articulated electric bus procurement	3,185,374
ID	Valley Regional Transit	D2022-BUSC-028	Transit vehicle replacement and electrification	1,920,000
IL	Madison County Mass Transit District	D2022-BUSC-029	Bus replacement	2,700,000
IN	South Bend Public Transportation Corporation	D2022-BUSC-030	Bus replacement	4,327,304
IN	Indianapolis Public Transportation Corporation	D2022-BUSC-031	Enhanced bus stops	2,346,658
KS	Prairie Band Potawatomi Nation	D2022-BUSC-032	Rural accessible van procurement	52,972
KY	Transit Authority of the Lexington-Fayette Urban County Government.	D2022-BUSC-033	Bus replacement	4,107,642
LA	City of Shreveport	D2022-BUSC-034	City-wide bus shelter improvements	1,948,000
MA	Massachusetts Bay Transportation Authority	D2022-BUSC-035	Maintenance facility replacement and electrification.	5,000,000
MD	MDOT—MTA on Behalf of Harford County	D2022-BUSC-036	Bus replacement	1,498,000
ME	Greater Portland Transit District	D2022-BUSC-037	Bus replacement	1,887,000

TABLE 1—FY 2021 GRANTS FOR BUSES AND BUS FACILITIES PROJECT SELECTIONS—Continued

State	Recipient	Project ID	Project description	Allocation
MI	Michigan Department of Transportation	D2022-BUSC-038	Bus replacement and fleet expansion in the State of Michigan.	6,199,631
MI	Michigan Department of Transportation	D2022-BUSC-039	Bus facility replacement, expansion, and rehabilitation for four rural transit systems.	7,391,200
MN	Minnesota Valley Transit Authority	D2022-BUSC-040	Burnsville bus garage modernization	4,960,000
MN	City of Rochester	D2022-BUSC-041	Bus Stop improvement and 75th St. Park and Ride construction.	4,339,344
MO	Bi-State Development Agency of the Missouri-Illinois Metropolitan District.	D2022-BUSC-042	Battery electric bus deployment in DeBaliviere ..	4,098,410
MT	City of Billings, MET Transit Division	D2022-BUSC-043	Bus replacement and facility refurbishment	3,028,000
NC	City of Greensboro	D2022-BUSC-044	Replacing diesel buses with zero-emission buses and infrastructure in the City of Greensboro.	3,008,800
NC	City of Concord	D2022-BUSC-045	Bus replacement	3,966,318
NC	City of Durham	D2022-BUSC-046	Durham Station renovation	10,800,000
NM	City of Albuquerque	D2022-BUSC-047	Bus wash system	1,161,100
NV	Regional Transportation Commission of Southern Nevada.	D2022-BUSC-048	Hydrogen fuel cell bus procurement and solar lighting for bus stops.	4,870,000
NY	Niagara Frontier Transportation Authority	D2022-BUSC-049	Battery electric bus deployment	4,844,000
NY	Metropolitan Transportation Authority	D2022-BUSC-050	Bus depot renovation	12,337,280
OH	Laketran	D2022-BUSC-051 & D2022-BUSC-052.	Bus facility renovation and expansion	7,233,149 & 7,448,832
OH	Portage Area Regional Transportation Authority	D2022-BUSC-053	Bus replacement	1,514,888
OH	Toledo Area Regional Transit Authority	D2022-BUSC-054	Bus facility renovation and safety improvements	2,307,200
OH	Southwest Ohio Regional Transit Authority (SORTA).	D2022-BUSC-055	Bus replacement with new green diesel and electric buses.	10,134,960
OH	Greater Cleveland Regional Transit Authority (GCRTA).	D2022-BUSC-056	Bus facility roofing improvement	4,000,000
OK	Oklahoma Department of Transportation	D2022-BUSC-057	Rural bus facility rehabilitation	914,725
OR	Rogue Valley Transportation District	D2022-BUSC-058	Bus facility expansion	12,552,523
OR	Lane Transit District	D2022-BUSC-059	Zero-emission bus replacement	4,891,676
OR	Oregon Department of Transportation, Public Transportation Division.	D2022-BUSC-060	Bus fleet expansion	244,800
PA	Southeastern Pennsylvania Transportation Authority.	D2022-BUSC-061	South Philadelphia Transportation Center	9,800,000
SC	City of Rock Hill	D2022-BUSC-062	Transit fleet and facilities expansion	2,832,848
TX	Galveston, City of	D2022-BUSC-063	Low-emission fleet replacement	1,060,000
TX	Fort Worth Transportation Authority	D2022-BUSC-064	Bus facility improvements	6,484,320
TX	Texas Department of Transportation	D2022-BUSC-065	Rural transit asset replacement & modernization	22,850,000
UT	Utah Department of Transportation	D2022-BUSC-066	Rural bus transit expansion project	2,389,699
VA	Central Shenandoah Planning District Commission.	D2022-BUSC-067	Bus transit hub rehabilitation	916,500
WA	Clark County Public Transportation Benefit Area	D2022-BUSC-068	Bus replacement	2,742,600
WA	Kitsap Transit	D2022-BUSC-069	Battery-electric buses and charging infrastructure procurement.	10,400,000
WA	Central Puget Sound Regional Transit Authority	D2022-BUSC-070	Bus procurement and station construction for I-405 Bus Rapid Transit Service.	12,924,801
WI	City of Madison	D2022-BUSC-071	Bus maintenance and administrative facility improvements.	6,400,000
Total				409,274,220

[FR Doc. 2022-05734 Filed 3-17-22; 8:45 am]

BILLING CODE 4910-57-P

**DEPARTMENT OF THE TREASURY****Office of Foreign Assets Control****Notice of OFAC Sanctions Actions****AGENCY:** Office of Foreign Assets Control, Treasury.**ACTION:** Notice.

**SUMMARY:** The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List (SDN List) based on OFAC's determination that one or more

applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

**DATES:** See **SUPPLEMENTARY INFORMATION** section for applicable date(s).

**FOR FURTHER INFORMATION CONTACT:** OFAC: Andrea Gacki, Director, tel.: 202-622-2420; Associate Director for Global Targeting, tel.: 202-622-2420; Assistant Director for Licensing, tel.: 202-622-2480; Assistant Director for Regulatory Affairs, tel.: 202-622-4855; or Assistant Director for Sanctions Compliance & Evaluation, tel.: 202-622-2490.

**SUPPLEMENTARY INFORMATION:****Electronic Availability**

The SDN List and additional information concerning OFAC sanctions programs are available on OFAC's website ([www.treasury.gov/ofac](http://www.treasury.gov/ofac)).

**Notice of OFAC Actions**

On March 11, 2022, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following persons are blocked under the relevant sanctions authorities listed below.


**Individuals**

1. GAYEVOY, Aleksandr Andreyevich (a.k.a. GAEVOI, Aleksandr Andreevich; a.k.a. GAEVOY, Aleksandr), Vladivostok, Russia; DOB 16 Jun 1986; POB Artem, Primorkiy Krai, Russia; nationality Russia; Gender Male; Secondary sanctions risk: North Korea Sanctions Regulations, sections 510.201 and





April 18, 2022

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

STAFF RECOMMENDATION

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

BACKGROUND

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

- Chair Commissioner Charles Chestnut IV;
- Vice-Chair Commissioner Adrian Hayes-Santos; and
- Secretary/Treasurer Commissioner Mary Alford.






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April 18, 2022

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

STAFF RECOMMENDATION

**Appoint a voting member and two alternate voting members to the Florida Metropolitan Planning Organization Advisory Council for 2022.**

BACKGROUND

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


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April 18, 2022

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

STAFF RECOMMENDATION

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


BACKGROUND

Upon completion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area audit for the fiscal year ended September 30, 2021, the Audit Review Committee will meet with the auditor to review the audit. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint two members to the Audit Review Committee.





April 18, 2022

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

RECOMMENDATION:

**Receive Report.**

BACKGROUND:

The Florida Department of Transportation has requested an opportunity to provide a report to the Metropolitan Transportation Planning Organization concerning transportation issues within the Gainesville Metropolitan Area as a regular agenda item for each Metropolitan Transportation Planning Organization regularly scheduled business meeting.



## EXHIBIT 2

RESOLUTION NO. 2022-03

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE CHAIR TO EXECUTE A METROPOLITAN PLANNING ORGANIZATION AGREEMENT BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA REGARDING FISCAL YEAR 2022-23 AND FISCAL YEAR 2023-24 FEDERAL HIGHWAY ADMINISTRATION METROPOLITAN PLANNING FUNDS IN ALACHUA COUNTY, FLORIDA; REPEALING ALL RESOLUTIONS IN CONFLICT; PROVIDING AN EFFECTIVE DATE

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated Metropolitan Planning Organization, is entitled to receive Fiscal Year 2022-23 Federal Highway Administration metropolitan planning funds, and Fiscal Year 2023-24 Federal Highway Administration metropolitan planning funds in Alachua County in order to develop, in cooperation with the state and public transit operators, transportation plans and programs for the Gainesville Metropolitan Area: that provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities; that utilize a process for developing such plans that provides consideration of all modes of transportation; that shall be continuing, cooperative and comprehensive, to the degree appropriate, based on the complexity of transportation problems to be addressed; that ensure that the process is integrated with the statewide planning process; and that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state and regional transportation functions, including those facilities on the Strategic Intermodal System as designated under Section 339.63, Florida Statutes;

WHEREAS, the Florida Department of Transportation requires that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to execute a Metropolitan Planning Organization Agreement, for Federal Award Identification No. 0241-060M and Florida Department of Transportation Financial Project No. 439318-4-14-01, in order to be able to expend Fiscal Year 2022-23 Federal Highway Administration metropolitan planning funds, and Fiscal Year 2023-24 Federal Highway Administration metropolitan planning funds in Alachua County;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into said Metropolitan Planning Organization Agreement and to undertake the project hereinafter described, as authorized under Section 339.175(10)(b), Florida Statutes; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will administer multimodal transportation system planning for the Gainesville Metropolitan Area, including preparation of necessary documents and public participation in accordance with state and federal requirements and then seek reimbursement of funds from the Florida Department of Transportation.

NOW THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA:

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter in the Metropolitan Planning Organization Agreement.

2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute the Metropolitan Planning Organization Agreement on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the Florida Department of Transportation for planning to facilitate Federal Highway Administration-required planning activities in Alachua County, Florida.

3. That the total budget ceiling for the project (Federal Award Identification No. 0241-060M, and Florida Department of Transportation Financial Project No. 439318-4-14-01 is two million thirty-seven thousand nine hundred ninety-seven dollars and no cents (\$2,037,997.00).

4. That the amount of reimbursement is not to exceed two million thirty-seven thousand nine hundred ninety-seven dollars and no cents (\$2,037,997.00) for the combined two-year period Fiscal Year 2022-23 and Fiscal Year 2023-24.

5. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to act in connection with the Metropolitan Planning Organization Agreement to provide such additional information as may be required by the Florida Department of Transportation.

6. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute any Supplemental Metropolitan Planning Organization Agreements, for the purpose of scope changes and/or funding adjustments, as well as execute Assurances, Certifications, and all other documents as may be required in support of the project.

7. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign requests for Contract Time Extension(s), as may be required in support of the project.

8. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any and all reimbursement invoices and warranties that may be required in connection with the Metropolitan Planning Organization Agreement or subsequent Supplemental Metropolitan Planning Organization Agreements.

9. That all resolutions or portions of resolutions in conflict with this resolution are hereby repealed to the extent of such conflict.

10. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 25th day of April A.D., 2022.

ATTEST:

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION FOR THE  
GAINESVILLE URBANIZED AREA

\_\_\_\_\_  
Mary Alford, Secretary/Treasurer

\_\_\_\_\_  
Charles S. Chestnut IV, Chair

APPROVED AS TO FORM

\_\_\_\_\_  
Corbin Hanson, Attorney  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

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CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution No. 2022-03, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 25th day of April, A.D., 2022.

WITNESS my hand this 25th day of April, A.D., 2022.

\_\_\_\_\_  
Mary Alford, Secretary/Treasurer





## SCHEDULED 2022 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.

<b>MTPO MEETING MONTH</b>	<b>TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]</b>	<b>B/PAB [At 7:00 p.m.]</b>	<b>MTPO MEETING</b>
<b>FEBRUARY</b>	<i>CANCELLED</i>	<i>CANCELLED</i>	<i>CANCELLED</i>
<b>APRIL</b>	April 6	April 7	April 25 at 3:00 p.m.
<b>JUNE</b>	June 1	June 2	July 11 at 5:00 p.m.
<b>AUGUST</b>	August 3	August 4	August 22 at 3:00 p.m.
<b>OCTOBER</b>	October 5	October 6	October 24 at 3:00 p.m.
<b>DECEMBER</b>	November 16	November 17	December 12 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

2009 NW 67th Place, Gainesville, FL 32653

[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)