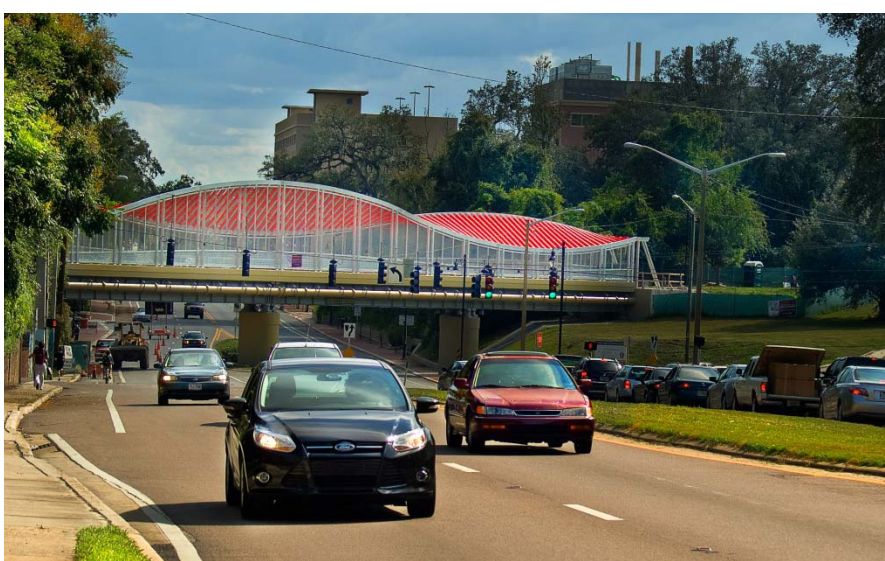


Meeting Packet

July 11, 2022

5:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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

July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Adrian Hayes-Santos, Chair

SUBJECT: **Meeting Announcement**

Due to the COVID-19 Pandemic, on July 11, 2022 at 5:00 p.m., the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will conduct a hybrid public meeting. The meeting will be conducted via communications media technology and in the John R. "Jack" Durrance Auditorium, Alachua County Administration Building, Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

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AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

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

5:00 p.m.
July 11, 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 #181

**II. Transportation Improvement Program for
Fiscal Years 2022-23 to 2026-27**

**APPROVE JOINT
RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to approve its Transportation Improvement Program in order to receive federal and state funds.

Page #191

**III. List of Priority Projects for
Fiscal Years 2023-24 to 2027-28**

**APPROVE JOINT
RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to provide its List of Priority Projects to the Florida Department of Transportation.

Page #197

IV. Election of Vice-Chair

ELECT VICE-CHAIR

In April 2022, the Metropolitan Transportation Planning Organization elected Commissioner Adrian Hayes-Santos as Chair, Commissioner Mary Alford as Vice-Chair and Commissioner Cynthia Moore Chestnut as Secretary-Treasurer. There is currently a vacancy in the Vice-Chair position.

V. Florida Metropolitan Planning Organization Advisory Council

**APPOINT
REPRESENTATIVE**

In April 2022, the Metropolitan Transportation Planning Organization appointed Commissioner Mary Alford the Representative, Commissioner Reina Saco the First Alternate Representative and Commissioner Marihelen Wheeler the Second Alternate Representative on the Metropolitan Planning Organization Advisory Council. There is currently a vacancy in the Representative position.

**Back
Cover**

VI. Next Meeting

FOR INFORMATION ONLY

The next Metropolitan Transportation Planning Organization meeting is scheduled for August 22, 2022 at 3:00 p.m.

VII. Comments

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

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

- D. Chair's Report*

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

*No backup material included with the attached agenda material.



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

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

**5:00 p.m.
July 11, 2022**

STAFF RECOMMENDATION

- Page #9 CA. 1 Minutes - April 25, 2022 APPROVE MINUTES**
- This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #21 CA. 2 Fiscal Year 2020-21 Audit ACCEPT AUDIT
AND APPROVE PAYMENT**
- The Metropolitan Transportation Planning Organization needs to accept the audit report and approve payment of the invoice for auditor services.
- Page #49 CA. 3 Auditor Selection Process APPOINT COMMISSIONER
CYNTHIA MOORE CHESTNUT**
- Every three years, the Metropolitan Transportation Planning Organization needs to appoint a representative to serve as a member of the North Central Florida Regional Planning Council Audit Committee to select an auditor.
- Page #51 CA. 4 Fiscal Year 2022-23 Budget APPROVE STAFF
RECOMMENDATION**
- This budget establishes revenue and expenditure levels for the fiscal year.
- Page #55 CA. 5 Unified Planning Work Program Amendment APPROVE STAFF
Fiscal Year 2022-23 and Fiscal Year 2023-24 RECOMMENDATION**
- The Metropolitan Transportation Planning Organization needs to approve an amendment to its Unified Planning Work Program for Fiscal Years 2022-23 and 2023-24 in order for the City of Gainesville Regional Transit System to receive a federal planning funds grant.

Page #67 CA. 6 Public Involvement Plan Update APPROVE JOINT RECOMMENDATION

Each year, the Metropolitan Transportation Planning Organization reviews its public involvement plan to ensure that its processes provide full and open access to all citizens.

Page #71 CA. 7 Bicycle/Pedestrian Advisory Board - Appointment APPOINT MS. HIND

Emily Hind has applied for appointment to the Bicycle/Pedestrian Advisory Board.

**Page #75 CA. 8 State Road 26/University Avenue Grant Application
City of Gainesville Letter of Support Request APPROVE STAFF RECOMMENDATION**

The City of Gainesville is applying for a Bipartisan Infrastructure Law grant.

Page #85 CA. 9 Annual Transit Ridership Monitoring Report APPROVE STAFF RECOMMENDATION

This report is updated each year.

Page #87 CA. 10 Transit Ridership Status Report FOR INFORMATION ONLY

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

**Page #97 CA. 11 2020 Census Timeline Update -
Transportation Management Area Designation FOR INFORMATION ONLY**

The Metropolitan Transportation Planning Organization has been monitoring potential redesignation as a Transportation Management Area.

Page #113 CA. 12 Unified Planning Work Program Federal Approval FOR INFORMATION ONLY

The Federal Highway Administration has informed the Florida Department of Transportation of its approval of the Metropolitan Transportation Planning Organization Unified Planning Work Program Fiscal Years 2022-23 and 2023-24.

**Page #117 CA. 13 Completion of the Metropolitan Transportation
Planning Certification Process FOR INFORMATION ONLY**

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

Page #123 CA. 14 State Road 24 (Archer Road) Traffic Signal Update **FOR INFORMATION ONLY**
Bicycle and Pedestrian Safety Concerns:
Project ID 4343964; 4498441 -
Florida Department of Transportation Response

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization comments concerning bicycle and pedestrian safety.

Page #127 CA. 15 Public Transportation Safety Targets - 2022 - **FOR INFORMATION ONLY**
Florida Department of Transportation Response

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization public transit safety target transmittal.

Page #131 CA. 16 Florida Department of Transportation Update - **FOR INFORMATION ONLY**
Gainesville Metropolitan Transportation Planning
Organization Mobility Profile

The Florida Department of Transportation has provided an update of the mobility performance measures for the Gainesville Metropolitan Area.

Page #139 CA. 17 Florida Department of Transportation Update - **FOR INFORMATION ONLY**
Transportation Performances Measures Consensus Planning Document

The Florida Department of Transportation has provided an update to its Transportation Performance Measures Consensus Planning Document.

Page #151 CA. 18 Florida Department of Transportation Update - **FOR INFORMATION ONLY**
Florida Department of Transportation
Performances Measures - April 2022

The Florida Department of Transportation has provided updates to its Transportation Performance Measures.

Page #165 CA. 19 Florida Department of Transportation District 2 **FOR INFORMATION ONLY**
“Safety Brake: - April 2022

The Florida Department of Transportation District 2 has provided a transportation safety newsletter.

Page #173 CA. 20 Transportation Disadvantaged Program - **FOR INFORMATION ONLY**
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

April 25, 2022
3:00 p.m.

MEMBERS PRESENT

IN PERSON

Charles Chestnut IV, Chair
Mary Alford
David Arreola
Cynthia Moore Chestnut
Ken Cornell
Desmon Duncan-Walker
Adrian Hayes-Santos
Lauren Poe
Anna Prizzia
Harvey Ward
Marihelen Wheeler

MEMBERS ABSENT

Linda Dixon/Curtis Reynolds
Reina Saco

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

Gloria James
Mari Schwabacher/Greg Evans

CALL TO ORDER - April 25, 2022

Chair Charles Chestnut IV called the meeting to order at 3:03 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Chestnut stated that a member requested that CA.6 Public Transportation Safety Targets be added to the meeting agenda. He also requested that presentation of the Kermit Sigmon Citizens Participation Award be added to the meeting agenda. He asked for approval of the meeting agenda and consent agenda.

MOTION: Commissioner Hayes-Santos moved to approve the:

- **Consent Agenda as amended to delete CA.6 Public Transportation Safety Targets; and**

- **Meeting Agenda as amended to add items:**

- **I.A Kermit Sigmon Citizen Participation Award Presentation after item I. Approval of the Meeting Agenda And Consent Agenda; and**

- **CA.6 Public Transportation Safety Targets after item V. Audit Review Committee**

Commissioner Alford seconded the motion; motion passed unanimously.

I.A KERMIT SIGMON CITIZEN PARTICIPATION AWARD PRESENTATION

Chair Chestnut announced that Ms. Elisabeth Staten, Vice-President of Community Organizations, Florida Not One More, is the 2021 recipient of the Kermit Sigmon Citizen Participation Award. He presented the award to Ms. Staten.

Ms. Staten thanked the Metropolitan Transportation Planning Organization for the award.

II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS (FISCAL YEAR 2021-22 TO FISCAL YEAR 2025-26) - VARIOUS PROJECTS

Scott Koons, Executive Director, 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) for four projects for Fiscal Years 2021-22 and 2022-23. He also stated that the Regional Transit System has also requested a Transportation Improvement Program amendment for Fiscal Years 2021-22 for a Federal Transit Administration Section 5339(c) grant award. He discussed the Transportation Improvement Program amendment projects and answered questions.

MOTION: Commissioner Alford moved to 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 Street 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 (SW 75th Street) 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].**

Commissioner Ward seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
			Mary ALFORD	X	
David ARREOLA	X				
Cynthia Moore CHESTNUT	X				
			Ken CORNELL	X	
Adrian HAYES-SANTOS	X				
Lauren POE	X				
Harvey WARD	X				
			Marihelen WHEELER	X	
			Charles CHESTNUT IV	X	
Totals	5	0		4	0

Motion passed unanimously.

III. ELECTION OF OFFICERS

Mr. Koons stated that the Metropolitan Transportation Planning Organization needed to elect a Chair, Vice-Chair and Secretary/Treasurer for the coming year. He identified the current officers and noted that the Chair traditionally alternates between the City Commission and Board of County Commissioners. He stated that the Bylaws do not preclude officers from serving consecutive terms.

MOTION: Commissioner Cornell moved to elect Commissioner Adrian Hayes-Santos as Chair, Commissioner Mary Alford as Vice-Chair and Commissioner Cynthia Moore Chestnut as Secretary/Treasurer. Commissioner Wheeler seconded; Motion passed unanimously.

IV. FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Mr. Koons asked the Metropolitan Transportation Planning Organization to appoint a second alternate representative to replace former Commissioner Robert Hutchinson to the Florida Metropolitan Planning Organization Advisory Council for 2022. He noted that currently Commissioner Ward serves as the voting representative and Commissioner Wheeler serves as the first alternate representative.

MOTION: Commissioner Cornell moved to appoint the following commissioners to the Florida Metropolitan Planning Organization Advisory Council:

- **Commissioner Alford as representative;**
- **Commissioner Saco as the first alternate representative; and**
- **Commissioner Wheeler as the second alternate representative.**

Commissioner Cynthia Moore Chestnut seconded; Motion passed unanimously.

V. AUDIT REVIEW COMMITTEE

Mr. Koons asked that the Metropolitan Transportation Planning Organization appoint two members to an Audit Review Committee. He noted that the Metropolitan Transportation Planning Organization Secretary/Treasurer traditionally chairs this committee.

MOTION: Commissioner Cornell moved to appoint Commissioner Cynthia Moore Chestnut and Commissioner Prizzia to the Audit Review Committee and to have Commissioner Chestnut serve as Committee Chair. Mayor Poe seconded; Motion passed unanimously.

Commissioner Duncan-Walker joined the meeting at this time.

CA. 6 PUBLIC TRANSPORTATION SAFETY TARGETS - 2022

Mr. Koons stated that the Metropolitan Transportation Planning Organization needs to annually set transit safety performance measures and targets consistent with those set by the City of Gainesville Regional Transit System.

Jesus Gomez, City of Gainesville Regional Transit System Director, discussed the updated transit performance measures and targets and answered questions.

MOTION: Commissioner Alford moved to set the transit performance targets as shown in Exhibit 1. Commissioner Hayes-Santos seconded; Motion passed unanimously.

Commissioner Prizzia joined the meeting at this time.

VI. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Mari Schwabacher, Florida Department of Transportation Liaison, discussed the status of the Unified Planning Work Program and Transportation Improvement Program.

A member asked about the status of the 2020 Census count for the Gainesville Metropolitan Area.

Ms. Schwabacher discussed the status of the 2020 Census count for the Gainesville Metropolitan Area.

Alan Yeatter, Alachua County Communications Technician, reported that Florida Department of Transportation Central Office staff would not be participating in the meeting.

Mr. Koons made a presentation concerning the recently enacted federal Bipartisan Infrastructure Law noting the new discretionary grants and answered questions.

VII. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Several members and staff discussed the next meeting date.

By consensus, the Metropolitan Transportation Planning Organization agreed to schedule the next meeting for July 11, 2022 at 5:00 p.m.

VII. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

There were no member comments.

B. CITIZENS

There were no citizen comments.

C. CHAIR'S REPORT

Mr. Koons virtually presented a plaque to Commissioner Charles Chestnut IV for his service as Chair.

ADJOURNMENT - The meeting was adjourned at 4:06 p.m.

Date

Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

Interested Citizens

Elisabeth Staten
Ruth Steiner*

Alachua County

Chris Dawson
Corbin Hanson*
Allan Yeatter

City of Gainesville

Cynthia Curry*
Jesus Gomez
Deborah Leistner*
Malisa McCreedy*

Florida Department of Transportation

Mari Schwabacher*

* Via communications media technology
Provided written comments

t:\mike\em22\mtpo\minutes\apr25min.doc



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CONSENT AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

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

3:00 p.m.
October 25, 2021

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 #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 Build a Better America 12/16/21 Policy Memorandum **NO ACTION REQUIRED**

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.


EXHIBIT 1

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

Safety Performance Targets							
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).							
Mode of Transit Service	Fatalities (total)	Fatalities (Per 100 Thousand VRM)	Injuries (total)	Injuries (Per 100 Thousand VRM)	Safety Events (total)	Safety Events (Per 100 Thousand VRM)	System Reliability (VRM / Failures)
Fixed Route Bus Actual 2021	0	0	5	0.1	17	0.4	6.5
Fixed Route Bus Targets for 2022	0	0	2	0.05	22	0.6	14



July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Fiscal Year 2020-21 Audit

RECOMMENDATION

Accept the audit report for Fiscal Year 2020-21 and approve the invoice for payment to the auditor as recommended by the Audit Review Committee.

BACKGROUND

Attached please find a copy of the auditor's report for the fiscal year ended September 30, 2021. In April 2022, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appointed Commissioner Cynthia Moore Chestnut and Commissioner Anna Prizzia to an Audit Review Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also decided to have Commissioner Chestnut serve as Committee Chair.

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

More specific comments relating to the report are given in sequence as they appear in the document. On Page 5, you can see that the auditor's report indicates that the records audited "...present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as of September 30, 2021, and the changes in financial position and the respective budgetary comparisons for the year then ended in accordance with accounting principles generally accepted in the United States of America."

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

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

Page 13 is a "Statement of Revenues, Expenditures and Changes in General Fund Balance." Please note that with respect to revenues collected versus those budgeted, revenues received were 0.01 percent more than budgeted amounts. With respect to expenditures, funds expended were (0.1) percent less than budgeted amounts. The difference in the revenues received and the expenditures made are reflected in the increase in the Metropolitan Transportation Planning Organization's "General Fund Balance" of \$8,493.

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

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

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

Audit Review Committee Meeting

The Audit Review Committee met with the Auditor to review the audit and recommends to the Metropolitan Transportation Planning Organization acceptance of the audit report for Fiscal Year 2020-21 and approval of the invoice for payment in the amount of \$7,386 to the auditor.

Attachment

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

ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2021

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

ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2021

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FINANCIAL SECTION



Powell & Jones
Certified Public Accountants

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

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

INDEPENDENT AUDITOR'S REPORT

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

We have audited the accompanying financial statements of the governmental activities and the major fund of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization), as of and for the year ended September 30, 2021, and the related notes to the financial statements, which collectively comprise the Organization's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of September 30, 2021, and the changes in financial position and the respective budgetary comparisons for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

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

Other Information

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

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 6, 2022, on our consideration of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's internal control over financial reporting and compliance.

A handwritten signature in cursive script that reads "Powell & Jones".

POWELL & JONES
Certified Public Accountants
Lake City, Florida
June 6, 2022

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

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

Report Layout

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

Basic Financial Statements

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

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

Condensed Financial Information

Condensed financial information from the Statements of Net Position as of September 30, 2021 and 2020, follow:

	Governmental Activities	
	Total Government	
	September 30,	
	2021	2020
Assets:		
Cash	\$ 112,716	\$ 104,219
Receivables	180,890	203,700
Prepaid expenses	-	175
Total assets	293,606	308,094
Liabilities:		
Accounts payable	121,245	144,226
Contract advance	100,000	100,000
Total liabilities	221,245	244,226
Net Assets:		
Unrestricted	72,361	63,868
Total net assets	\$ 72,361	\$ 63,868

During the year ended September 30, 2021, there was an increase of \$8,493 in net position, due to normal operations during the year.

Condensed versions of the Statement of Activities for the years ended September 30, 2021 and 2020 follow:

	Governmental Activities	
	Total Government	
	Fiscal Year Ended September 30,	
	2021	2020
Revenues		
Program revenues		
Member dues	\$ 24,000	\$ 24,000
Operating grants	631,269	619,900
In-kind contributions	201,011	107,550
Total revenues	856,280	751,450
Expenses		
Transportation planning services	847,787	751,339
Total expenses	847,787	751,339
Change in net assets	8,493	111
Beginning net assets	63,868	63,757
Ending net assets	\$ 72,361	\$ 63,868

Governmental activities

Transportation planning program activities remained similar to the prior year except that total expenses increased approximately 12.84% and grant revenues increased approximately 1.83%.

Capital Assets and Debt Administration

Capital Assets

At September 30, 2021, the Organization had no capital assets titled in its name. All of the capital assets utilized in the Organization's programs are owned by North Central Florida Regional Planning Council, its administering agency.

Debt Outstanding

At September 30, 2021, the Organization had no outstanding debt.

Financial Contact

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

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

STATEMENT OF NET POSITION

September 30, 2021

	<u>Governmental Activities</u>
ASSETS	
Current assets	
Cash	\$ 112,716
Accounts receivable	180,890
Total assets	<u>\$ 293,606</u>
LIABILITIES	
Current liabilities	
Accounts payable	\$ 121,245
Contract advance	100,000
Total liabilities	<u>221,245</u>
NET POSITION	
Unrestricted	<u>72,361</u>
Total net position	<u>72,361</u>
Total liabilities and net position	<u>\$ 293,606</u>

See notes to financial statements.

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

STATEMENT OF ACTIVITIES

For the Fiscal Year Ended September 30, 2021

	<u>Expenses</u>	<u>Program Revenues Operating Grants and Contributions</u>	<u>Net Expenses and Change in Net Position Governmental Activities Total</u>
Governmental activities:			
General government			
Transportation planning services	\$ 847,787	\$ 832,280	\$ (15,507)
Total governmental activities	<u>\$ 847,787</u>	<u>\$ 832,280</u>	<u>(15,507)</u>
General revenues:			
Member dues			<u>24,000</u>
			<u>24,000</u>
Increase in net position			8,493
Net position - October 1, 2020			<u>63,868</u>
Net position - September 30, 2021			<u>\$ 72,361</u>

See notes to financial statements.

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

**BALANCE SHEET
GOVERNMENTAL FUND**

September 30, 2021

	<u>General Fund</u>
ASSETS	
Cash	\$ 112,716
Accounts receivable	180,890
Total assets	<u>\$ 293,606</u>
 LIABILITIES	
Accounts payable	\$ 121,245
Contract advances	100,000
Total liabilities	<u>221,245</u>
 FUND BALANCE	
Unassigned	<u>72,361</u>
Total fund balance	<u>72,361</u>
 Total liabilities and fund balance	 <u><u>\$ 293,606</u></u>

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

See notes to financial statements.

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

**GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES
IN FUND BALANCE - BUDGET AND ACTUAL
For the Fiscal Year Ended September 30, 2021**

	Budgeted Amounts		Actual	Variance
	Original	Final	Amounts	Final Budget Positive (Negative)
REVENUES				
State of Florida, Department of Transportation grants and contracts	\$ 789,600	\$ 610,700	\$ 610,709	\$ 9
State of Florida, Transportation Disadvantaged Commission	24,900	20,500	20,560	60
Member dues - Alachua County	9,600	9,600	9,600	-
Member dues - City of Gainesville	14,400	14,400	14,400	-
In-kind contributions (FDOT)	150,800	201,000	201,011	11
Total revenues	989,300	856,200	856,280	80
EXPENDITURES				
Professional contractual services	829,000	639,200	630,352	8,848
Other	9,500	16,000	16,424	(424)
In-kind services (FDOT)	150,800	201,000	201,011	(11)
Total expenditures	989,300	856,200	847,787	8,413
Net change in fund balance	-	-	8,493	8,493
Fund balance, October 1, 2020	63,868	63,868	63,868	-
Fund balance, September 30, 2021	\$ 63,868	\$ 63,868	\$ 72,361	\$ 8,493

See notes to financial statements.

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

NOTES TO FINANCIAL STATEMENTS

September 30, 2021

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

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

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

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

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

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

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

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

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

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

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

The Organization reports the following fund:

General Fund

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

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

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

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

G. Fund Balances - As of September 30, 2021, fund balances of the governmental funds are classified as follows:

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

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

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

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

Unassigned - all other spendable amounts.

As of September 30, 2021, fund balances are composed of the following:

Unassigned	\$ 72,361
Total fund balance	<u>\$ 72,361</u>

NOTE 2. BUDGETARY PROCESS

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

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

NOTE 3. CONCENTRATION OF CREDIT RISK

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

- a. **Accounts and grants receivable** - Substantially all of the Organization's receivables are for amounts due from federal, state and local governmental agencies under cost reimbursement contracts. The Organization has no policy requiring collateral or other security to support its receivables.
- b. **Cash and cash equivalents** - At September 30, 2020, the carrying amount of the Organization's bank deposits was \$112,716. All deposits with financial institutions were 100% insured by federal depository insurance or by collateral provided by qualified public depositories to the State Treasurer pursuant to the Public Depository Security Act of the State of Florida. The Act established a Trust Fund, maintained by the State Treasurer, which is a multiple financial institution pool with the ability to assess its member financial institutions for collateral shortfalls if a member fails.

NOTE 4. CONTINGENT LIABILITIES

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

In March 2020, the World Health Organization made the assessment that the outbreak of a novel coronavirus (COVID-19) was characterized as a pandemic. As a result, uncertainties have arisen that may have a significant negative impact on the operating activities and results of the Organization. The occurrence and extent of such an impact will depend on future developments, including (i) the duration and spread of the virus, (ii) government quarantine measures, (iii) voluntary and precautionary restrictions on travel or meetings, (iv) the effects on the financial markets, and (v) the effects on the economy overall, all of which are uncertain.

COMPLIANCE SECTION

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE
For the Fiscal Year Ended September 30, 2021

Federal Grantor/Pass-Through Grantor/ State Grantor Program Title	CFDA/ CSFA Number	Grantor's Number	Program Award/Matching Amount	Received/ Reported Prior Year	Current Year Revenues	Current Year Expenditures
FEDERAL AWARDS						
<i>Federal Highway Administration</i> Passed through the State of Florida Department of Transportation: Highway Planning and Construction 2020-21/2021-22 FAIN # 0241-058-M						
Grant award: FPID # 439318-3-14-01	20.205	G1N92	\$ 967,686	\$ 68,614	\$ 296,719	\$ 296,719
Grant award: FPID # 439318-3-14-02	20.205	G1N92	200,000	-	200,000	200,000
State match: FPID # 439318-3-14-01			257,539	-	150,825	150,825
			<u>1,425,225</u>	<u>68,614</u>	<u>647,544</u>	<u>647,544</u>
<i>Federal Transit Administration</i> Passed through the State of Florida Department of Transportation: Metropolitan Planning Grants 2020-21 FAIN # 1001-2019-12						
Grant award FPID # 411762-3-14-21	20.505	G1W01	200,744	-	113,991	113,991
State match FPID # 411762-3-14-21			50,186	-	50,186	50,186
			<u>250,930</u>	<u>-</u>	<u>164,177</u>	<u>164,177</u>
Total Federal Awards			<u>1,368,430</u>	<u>68,614</u>	<u>610,710</u>	<u>610,710</u>
Total State Match			<u>307,725</u>	<u>-</u>	<u>201,011</u>	<u>201,011</u>
STATE FINANCIAL ASSISTANCE						
<i>State of Florida Department of Transportation</i> Commission for Transportation Disadvantaged FM/Job # 432029-1-14-01						
Grant award: 2020-21	55.002	G1N03	24,946	6,735	16,714	16,714
Grant award: 2021-22	55.002	G1X87	25,643	-	3,846	3,846
Total State Financial Assistance			<u>50,589</u>	<u>6,735</u>	<u>20,560</u>	<u>20,560</u>
Total federal and state financial assistance			<u>\$ 1,726,744</u>	<u>\$ 75,349</u>	<u>\$ 832,281</u>	<u>\$ 832,281</u>

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

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

For the Fiscal Year Ended September 30, 2021

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

A. Reporting Entity

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

B. Basis of Accounting

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

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

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

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as of and for the year ended September 30, 2021, and the related notes to the financial statements, which collectively comprise Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements, and have issued our report thereon dated June 6, 2022.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

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

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

Purpose of this Report

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

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

POWELL & JONES
Certified Public Accountants
Lake City, Florida
June 6, 2022

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

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have audited the basic financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization) as of and for the year ended September 30, 2021, and have issued our report thereon dated June 6, 2022.

We have issued our Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*, dated June 6, 2022. Disclosures in that report, if any, should be considered in conjunction with this management letter.

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

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

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

FINANCIAL COMPLIANCE MATTERS

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

Financial Condition Assessment – As required by the *Rules of the Auditor General* (Sections 10.5447(c) and 10.556(7)), we applied financial condition assessment procedures. It is management's responsibility to monitor the entity's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information they provided.

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

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

CONCLUSION

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

A handwritten signature in black ink that reads "Powell & Jones". The script is cursive and fluid, with the ampersand clearly visible between the two names.

POWELL & JONES
Certified Public Accountants
Lake City, Florida
June 6, 2022

INDEPENDENT ACCOUNTANT'S REPORT

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have examined the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with Section 218.415, *Florida Statutes*, regarding the investment of public funds during the year ended September 30, 2021. Management is responsible for the Organization's compliance with those requirements. Our responsibility is to express an opinion on the Organization's compliance based on our examination.

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

In our opinion, the Organization complied, in all material respects, with the aforementioned requirements for the year ended September 30, 2021.

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



POWELL & JONES
Certified Public Accountants
Lake City, Florida
June 6, 2022

Communication with Those Charged with Governance

To Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

We have audited the financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2021. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Organization are described Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2021. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus.

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

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

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

Difficulties Encountered in Performing the Audit

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

Corrected and Uncorrected Misstatements

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

Disagreements with Management

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

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

Management Representations

We have requested certain representations from management that are included in the management representation letter dated June 6, 2022.

Management Consultations with Other Independent Accountants

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

Other Audit Findings or Issues

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

Other Information in Documents Containing Audited Financial Statements

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

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

Very truly yours,



POWELL & JONES
Certified Public Accountants
Lake City, Florida
June 6, 2022

**CA.3**

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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Participation in Auditor Selection Process

STAFF RECOMMENDATION:

Designate Commissioner Cynthia Moore Chestnut, Secretary/Treasurer, as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area representative to serve on the North Central Florida Regional Planning Council Audit Committee.

BACKGROUND:

The North Central Florida Regional Planning Council (Council) goes through an auditor selection process every three years with the intent of selecting a firm to perform audits on the Council's financial activity for each of the succeeding three years. The current firm, Powell and Jones Certified Public Accountants, is completing its third year as auditor. Consequently, it is time to begin the process to select a firm for the next three years. At its June 23, 2022 meeting, the Council approved a motion to

Designate the Executive Committee, along with a representative from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, to serve as the Audit Committee, and authorize the Audit Committee to establish selection criteria, begin the auditor selection process, negotiate a contract for audit services and present a recommendation for auditing services to the Council for approval.

The process used for the Council has included sending a Request for Qualifications to qualified firms. Subsequently, the Audit Committee:

- Reviews the applications received;
- Ranks the applications in order of preference; and
- Conducts interview and negotiation process with the top firm, and continues the interviews until a firm is found that the Committee agrees to recommend to the Council.

The Council then considers the recommendation of the Audit Committee and engages an auditor for the next three years.

For efficiency, as in past years, the same auditor has been retained by the Metropolitan Transportation Planning Organization to audit its financial activities as well. As a result of this process, the Council has invited the Metropolitan Transportation Planning Organization to select one of its members to serve on the Audit Committee, during the ranking process and the interviews and negotiations procedure.

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

t:\scott\sk22\mtpo\memo\select audit mtpo rep 22.docx



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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Proposed Budget for Fiscal Year 2022-23

STAFF RECOMMENDATION:

Adopt the budget for Fiscal Year 2022-23 as recommended by staff.

BACKGROUND:

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

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

Attachment

t:\scott\sk22\mtpo\memo\budget_jul11_mtpo.docx

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
BUDGET

Fiscal Year October 1, 2022 to September 30, 2023
Proposed July 11, 2022

REVENUE

Florida Department of Transportation	\$ 943,900
Florida Transportation Disadvantaged Commission	25,000
Alachua County - Local Contribution	9,600
Alachua County - Special Project Planning	40,000
City of Gainesville -Local Contribution	14,400
City of Gainesville -Special Project Planning	40,000
University of Florida - Special Project Planning	20,000
In-Kind Contributions (Florida Department of Transportation)	<u>290,500</u>
TOTAL REVENUE	\$ 1,383,400

EXPENSES

Contractual Services	\$ 1,075,900
Legal Advertisements	6,500
Audit	8,000
Travel	2,000
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	<u>290,500</u>
TOTAL EXPENSES	\$ 1,383,400

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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Unified Planning Work Program Administrative Modification
Fiscal Year 2022-23 and Fiscal Year 2023-24STAFF RECOMMENDATION

Approve Resolution No. 2022-03 (Exhibit 1) to administratively modify the Unified Planning Work Program for Fiscal Years 2022-23 and 2023-24 to include the \$300,000 American Rescue Plan Act of 2021-Federal Transit Administration grant award to the City of Gainesville Regional Transit System for Fiscal Year 2022-23 with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff, by approval of Resolution No. 2022-03.

BACKGROUND

The City of Gainesville Regional Transit System was awarded a \$300,000 American Rescue Plan Act of 2021-Federal Transit Administration grant to develop a Route Restoration Plan. The Regional Transit System is the direct recipient and responsible agency for this funding. These planning funds are required to be reported in the Unified Planning Work Program.

Attached as Exhibit 2 are the revised pages in:

- Signature Cover;
- Task 5.0 Special Projects Planning;
- Summary Table ; and
- Amendment Log.

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.

Attachments

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EXHIBIT 1

RESOLUTION NO. 2022-03

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA ADMINISTRATIVELY MODIFYING 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 AND AMERICAN RESCUE PLAN ACT OF 2021-FEDERAL TRANSIT ADMINISTRATION GRANT IN THE AMOUNT OF \$300,000 TO THE CITY OF GAINESVILLE REGIONAL TRANSIT SYSTEM 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 amount of reimbursement for American Rescue Plan Act of 2021-Federal Transit Administration Grant to the City Of Gainesville Regional Transit System is not to exceed three hundred thousand dollars and no cents (\$300,000) in Fiscal Year 2022-23.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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).

12. 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.

13. 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.

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

DULY ADOPTED in regular session, this 11th day of July, A.D., 2022.

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

Adrian Hayes-Santos, Chair

ATTEST:

Cynthia Moore Chestnut, 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 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 11th day of July, A.D., 2022.

WITNESS my hand this 11th day of July, A.D., 2022.

Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT 2

Unified Planning Work Program

Fiscal Years 2022-23 and 2023-24

(July 1, 2022 through June 30, 2023)

(July 1, 2023 through June 30, 2024)

Federal Project Identification Number: 0241-060-M

Catalog of Federal Domestic Assistance Numbers:

20.205 - Highway Planning and Construction - Federal Highway Administration

20.505 - Federal Transit Technical Studies Grant (Metropolitan Planning) -

Federal Transit Administration

Florida Department of Transportation Financial Project Number: 439318-4-14-01

Fiscal Years 2022-23 and 2023-24

Financial Sources

Alachua County, City of Gainesville, Florida Department of Transportation and University of Florida

The preparation of this report has been financed in part through grants from the Florida Department of Transportation and the Federal Highway Administration and the Federal Transit Administration, United States 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 United States Department of Transportation.

Approved by the

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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352.955.2200

www.ncfrpc.org/mtpo

Adrian Hayes-Santos, Chair

With Assistance from:

North Central Florida Regional Planning Council

2009 NW 67th Place, Gainesville, FL 32653

352.955.2200

www.ncfrpc.org

April 25, 2022

Administratively Modified July 11, 2022

Unified Planning Work Program Fiscal Years 2022-23 and 2023-24

5.0 Special Project Planning

Task 5.0 Special Project Planning		
Purpose: Preparation of Special Project Planning documents that facilitate and/or support the implementation of the Long-Range Transportation Plan and contribute to the continuous, cooperative and comprehensive metropolitan planning process within the Gainesville Metropolitan Area.		
Previous Work Completed: Preparation of a Pedestrian Safety Action Plan and State Road 26 Multimodal Emphasis Study report.		
Required Activities:		
• Preparation of special project plans as needed	• Preparation of special project plans as needed	
• Preparation of Route Restoration Plan	•	
End Products:	Completion Dates:	Responsible Agency:
Bicycle/Pedestrian Master Plan	June 30, 2023	MTPO
Regional Transit System Route Restoration Plan	June 30, 2023	RTS
Special Project Plans	June 30, 2024	-

All required activities and end products will be completed by a transportation planning consultant.

MTPO- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
RTS - City of Gainesville Regional Transit System

Special Project Funding Participation

Alachua Countywide Bicycle/Pedestrian Master Plan

For the development of the Alachua Countywide Bicycle/Pedestrian Master Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has received the following local funding commitments:

- \$40,000 - Alachua County;
- \$40,000 - City of Gainesville; and
- \$20,000 - University of Florida.

Regional Transit System Route Restoration Plan

For the development of the Regional Transit System Route Restoration Plan, the City of Gainesville Regional Transit System has been awarded a \$300,000 American Rescue Plan Act of 2021-Federal Transit Administration grant. The Regional Transit System is the direct recipient of this grant and is, therefore, the responsible agency. There are no soft match funds for this grant.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Unified Planning Work Program Fiscal Years 2022-23 and 2023-24

Unified Planning Work Program									
Task 5.0 - Special Project Planning									
Task 5.0 - Estimated Budget for Fiscal Year 2022-23 [Year One]									
Budget Category	Budget Category Description	Funding Sources							Total
		FHWA			G2487 FY 2021-22	FTA ARPA	Local/ Other Cash	FCTD Grant	
		Contract #		FTA 5305(d)					
		PL	CPG - PL		STBG				
Personnel Services									
-		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services									
Consultant Staff Services		\$0	\$0	\$0	\$0		\$0	\$0	\$0
Special Project Consultant Services		\$0	\$0	\$0	\$0	\$300,000	\$100,000	\$0	\$400,000
Subtotal:		\$0	\$0	\$0	\$0	\$300,000	\$100,000	\$0	\$400,000
Travel									
Member Travel		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services									
Purchase Newspaper Advertisements		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Memberships		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Office Supplies		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2022-23 Total:		\$0	\$0	\$0	\$0	\$300,000	\$100,000	\$0	\$400,000
Task 5.0 - Estimated Budget for Fiscal Year 2023-24 [Year Two]									
Personnel Services									
-		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services									
Consultant Staff Services		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Project Consultant Services		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel									
Member Travel		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services									
Purchase Newspaper Advertisements		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Memberships		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Office Supplies		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2023-24 Total:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Two-Year Total:		\$0	\$0	\$0	\$0	\$300,000	\$100,000	\$0	\$400,000

ARPA - American Rescue Plan Act of 2021 [no soft match]
 CPG-PL - Consolidated Planning Grant-Planning [Section 5305(d) funds]
 FCTD - Florida Commission for the Transportation Disadvantaged
 FHWA - Federal Highway Administration
 FTA - Federal Transit Administration
 FY - Fiscal Year
 PL - Planning
 STBG - Surface Transportation Block Grant

This task includes soft match/in-kind contributions in Exhibit 1 of Section F of the Introduction on page xii.
 Planning Budget for Year Two is illustrative until approved by the United States Congress and the Florida Legislature.

Table 1

**Agency Funding Participation/ Funding Sources by Task Table
Fiscal Year 2022-23**

Task Number	Task	FHWA			FTA FY 2021-22 G2487 5305(d)	FTA ARPA"	MTPO Local / Other Cash	FCTD	Total	FDOT PL Soft Match^	FDOT FTA Soft Match^	Grand Total~	Amount to Consultant
		FY 2022-23 Contract #		Other STBG									
		PL	CPG-PL										
1.0	Administration	119,086	49,136	0	20,744	0	24,000	0	212,966	39,280	5,093	257,339	201,966
2.0	Data Collection	0	0	0	0	0	0	0	0	0	0	0	0
3.0	Transportation Improvement Program	90,000	35,000	0	15,000	0	0	0	140,000	29,188	3,750	172,938	140,000
4.0	Long Range Transportation Plan	431,222	10,000	0	5,000	0	0	0	446,222	103,026	1,250	550,498	446,222
5.0	Special Project Planning	0	0	0	0	300,000	100,000	0	400,000	0	0	400,000	400,000
6.0	Regional Planning	0	0	0	0	0	0	0	0	0	0	0	0
7.0	Public Participation	60,000	25,000	0	10,000	0	0	0	95,000	19,848	2,500	117,348	95,000
8.0	System Planning	300,000	125,000	0	50,000	0	0	25,000	500,000	99,238	12,500	611,738	499,500
Total		1,000,308	244,136	0	100,744	300,000	124,000	25,000	1,794,188	290,580	25,093	2,109,862	1,782,688

*Planning budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.

"American Rescue Plan Act of 2021-Federal Transit Administration grant award is to be funded to and managed by City of Gainesville Regional Transit System without soft match.

^Federal Highway Administration Planning and Federal Transit Administration Section 5305(d) matching funds are Florida Department of Transportation to all credits soft match

~In-kind contribution from Alachua County, City of Gainesville and University of Florida not included.

ARPA - American Rescue Plan Act of 2021

CPG-PL - Consolidated Planning Grant Planning Funds [Federal Transit Administration Section 5305(d) Allocation]

FCTD - Florida Commission for the Transportation Disadvantaged

FDOT - Florida Department of Transportation

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

FY - Fiscal Year

MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

PL - Planning Funds

STBG - Surface Transportation Block Grant Funds

Exhibit III

Unified Planning Work Program Amendment Log

Unified Planning Work Program Amendment			Amendment Description	
Number	Approval Date	Purpose	Task / Table Number	Task/Table Modification

Year One

1	7/11/22	Add	Task 5.0 Summary Table 1 Pages 21, 22 & 37	Administrative modification to add \$300,000 American Rescue Plan Act of 2021-Federal Transit Administration grant award to the City of Gainesville Regional Transit System for Route Restoration Plan
2	-	-	-	-
3	-	-	-	-

Year Two

1	-	-	-	-
2	-	-	-	-
3	-	-	-	-



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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Public Involvement Plan Update

JOINT RECOMMENDATION

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

BACKGROUND

Each year, the Public Involvement Plan is reviewed, and revised if necessary, in order to ensure that the planning program provides for a proactive public involvement process. This year, the draft Public Involvement Plan does not include any substantive revisions.

Exhibit 1 is a copy of the advertisement that was published in The Gainesville Sun and Gainesville Guardian on May 26, 2022 and in The Independent Florida Alligator on May 23, 2022 (University of Florida Summer Session first publication date). These advertisements address federal public notice requirements for the Public Involvement Plan. Below is the link to the draft Public Involvement Plan (Exhibit 2).

<http://ncfrpc.org/mtpo/FullPackets/MTPO/2022/PIPLAN22dft.pdf>

Attachments

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EXHIBIT 1

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

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will consider revisions to its Public Involvement Plan at its Monday, July 11, 2022 meeting at 5:00 p.m. in the Jack Durrance Auditorium, Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is inviting interested persons to review and comment on these proposed revisions at this meeting.

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

**CA.7**

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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Bicycle/Pedestrian Advisory Board Appointment

STAFF RECOMMENDATION

Appoint Emily Hind to a three-year term ending December 31, 2024 on the Bicycle/Pedestrian Advisory Board.

BACKGROUND

Emily Hind has applied to serve a three-year term on the Bicycle/Pedestrian Advisory Board. Her application for appointment is attached as Exhibit I.

Attachment

EXHIBIT 1

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

BICYCLE/PEDESTRIAN ADVISORY BOARD 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: April 16 2022

NAME Emily Hind
ADDRESS 2606 NW 37th Terr
CITY/STATE/ZIPCODE Gainesville FL 32605
EMAIL emilyhind@yahoo.com
TELEPHONE (HOME) _____
(WORK) _____
(CELL) 307 399 1132

HOW LONG A RESIDENT OF ALACHUA COUNTY? 8 YEARS
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES _____ NO xx
OCCUPATION professor at UF
EDUCATION too much

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

I attended a BPAB meeting after repeated problems on NW 16th Av with the flashing yellow lights that do not reliably stop the traffic for pedestrians. BPAB heard my problems and subsequent conversation seemed focused not daily commuters but recreational paths. My presence can bring attention to commuters and errand-runners outside a car. Since attending that BPAB meeting in summer 2021, I have stopped walking on on NW 16th Av with my son. I still ride a bicycle to work, but do not believe that the street is safe for walking/biking with a small child. SAD!

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

I have the honor of not yet being struck on the streets of Gainesville. This accomplishment is not to be taken lightly. I want to pay my good luck forward and help make the streets a safer and more comfortable space for travel outside a car. I have written numerous pieces for The Gainesville Sun on this topic, and I serve on the board of GCAT.

I will attend meetings in accordance with the adopted Bylaws of the Bicycle/Pedestrian Advisory Board. 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)

Ray Mellott, 4121 NW 62nd Av /Gainesville FL 32653. 352 460 9331

Robert K. Karp, 1101 NW 43rd Av/Gainesville FL 32609. 352 325 8810

Chris Furlow, 2419 NW 16th Av / Gainesville FL 32605. 352 213 9860

Signature 

Additional information may be attached to this form

**CA.8**

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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: State Road 26/University Avenue Grant Application
City of Gainesville Letter of Support Request

STAFF RECOMMENDATION

Authorize the Chair to sign a letter of support (Exhibit 1) for the City of Gainesville American Rescue Plan Act of 2021 Safe Streets and Roads for All Implementation Grant Program application to the United States Department of Transportation.

BACKGROUND

The City of Gainesville Department of Transportation has solicited for a letter of support from the Metropolitan Transportation Planning Organization to accompany its application to the Safe Streets and Roads for All Implementation Grant Program. The application is for capital assistance to implement corridor modifications along State Road 26 (West University Avenue) from NW 22nd Street to the eastern City Limit.

The State Road 26 study area is a multimodal corridor that is adjacent to the University of Florida and runs through downtown Gainesville. Recently, there has been several motor vehicle crashes resulting in fatalities and serious injuries. The City has undertaken a corridor study that identifies modifications to enhance safety and mobility for all users. Elements of the City of Gainesville University Avenue Corridor Study are:

- incorporated into the 2021 Metropolitan Transportation Planning Organization List of Priority Projects - Priorities 22 and 23 (see Exhibit 2); and
- consistent with the Year 2045 Long-Range Transportation Plan Vision Statement and Principles (see Exhibit 3).

Attachments

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EXHIBIT 1

July 11, 2022

The Honorable Peter Buttigieg, Secretary
U.S. Department of Transportation Office of the Secretary
1200 New Jersey Avenue, SE
Washington, DC 20003-3660

RE: United States Department of Transportation American Rescue Plan Act of 2021 -
Safe Streets and Roads for All Implementation Grant Program
City of Gainesville Application

Dear Secretary Buttigieg:

The City of Gainesville, Florida is submitting a grant application to the United States Department of Transportation American Rescue Plan Act of 2021 Safe Streets and Roads for All Implementation Grant Program for multimodal corridor modifications to State Road 26 (University Avenue). The application for capital assistance addresses:

- Unfunded capital needs for enhancement of safety and mobility for all users; and
- City of Gainesville Regional Transit System and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Safety and Transit Safety Targets for zero fatalities and serious injuries.

Multimodal access for all users is vital to the Gainesville Metropolitan Area. This State Road 26 (University Avenue) designated multimodal corridor is adjacent to the University of Florida and runs through downtown Gainesville. The "Complete Streets" multimodal corridor modifications to the State Road 26 (University Avenue) corridor will contribute to meeting the Safety performance measure targets set by the Regional Transit System and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The State Road 26 (University Avenue) multimodal corridor modifications address Year 2045 Long-Range Transportation Plan Vision Statement and Principles.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has approved unfunded State Road 26 (University Avenue) projects in its List of Priority Projects. If funded, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will amend its Transportation Improvement Program to include the multimodal corridor modifications to State Road 26 (University Avenue) projects.

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

Sincerely,

Adrian Hayes-Santos, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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EXHIBIT 2
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2022-23 to 2026-27

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2022-23 to 2026-27

Number	Project	Location	Description
14	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
15	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
16	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
17	SW 43 Street	FM: SW 24 Avenue TO: SW 20 Avenue	Construct sidewalks to fill sidewalk gaps
18	NW 23 Avenue	FM: NW 88 Street TO: Interstate 75 Bridge	Construct sidewalk to fill sidewalk gap on south side
19	Archer Braid Trail	FM: Tower Road TO: Interstate 75 Bridge	Construct Multi-Use Path
20	NW 20th Street	FM: NW 7th Avenue TO: NW 8th Avenue	Construct Bicycle/Pedestrian Facility
21	NE 39 Avenue	AT: NE 28 Drive	Install Midblock Crossing
22	W University Avenue [SR 26]	<p>Segment 1 FM: NW 22 Street TO: NW 12 Street</p> <p>Segment 2 FM: NW 12 Street TO: NW 6 Street</p> <p>Segment 3 FM: NW 6 Street TO: NE 3 Street</p>	<p>Implement 2021 City of Gainesville-funded HDR corridor study recommendations -</p> <p>Widen Sidewalks Additional Landscaping Additional Raised Medians Narrow General Purpose Lanes</p> <p>Construct Cycle Track Widen Sidewalks Additional Landscaping Additional Raised Medians Narrower Vehicle Lanes</p> <p>Construct Cycle Track Narrower Vehicle Lanes Some Areas - Widen Sidewalks Additional Landscaping Additional Raised Medians</p>

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2022-23 to 2026-27

Number	Project	Location	Description
			Implement 2021 City of Gainesville-funded HDR corridor study recommendations -
		Segment 4 FM: SW 9 Avenue TO: W University Avenue	More Areas with Medians Widen Medians Narrower Vehicle Lanes
23	W 13 Street [U.S. HWY 441]	Segment 5 FM: W University Avenue TO: NW 5 Avenue	More Areas with Medians Widen Medians Narrower Vehicle Lanes
24	SW 13 Street [U.S. HWY 441]	AT: Archer Road [SR 24]	Removal of Sliplanes
25	SW 13 Street [U.S. HWY 441]	FM: Museum Drive TO: Inner Road	Construct Offstreet Bike Path
26	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.

EXHIBIT 3

Year 2045 Long-Range Transportation Plan Update Vision Statement, Principles and Strategies

As with previous Long-Range Transportation Plans, the vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the Year 2045 Needs and Cost Feasible Plans. The vision statement, principles and strategies are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to provide the framework for the development of the plan update. The Vision Statement for this plan update reads as follows:

A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.

This vision is supported by the following Principles and Strategies:

Principle 1: Support economic vitality

Strategy 1.1: Support transportation projects that promote economic development and tourism.

Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.

Principle 2: Increase safety and security for motorized and non-motorized users

Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.

Strategy 2.3: Support projects that increase safety and security for all users of the non-motorized transportation system.

Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.

Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

Principle 3: Increase the accessibility and mobility of people and freight

Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).

Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.

Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.

Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.

Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.

Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.

Principle 4: Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.

Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.

Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.

Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.

Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.

Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.

Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

Principle 6: Promote efficient system management and operation

Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.

Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.

Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Principle 7: Emphasize the preservation of the existing transportation system

Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.


Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.

Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.

Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.



July 1, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Annual Transit Ridership Monitoring Report

STAFF RECOMMENDATION

Approve the updated Annual Transit Ridership Monitoring Report as a completed planning document.

BACKGROUND

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

http://ncfrpc.org/mtpo/FullPackets/MTPO/2022/Transit_Ridership_Monitoring_Report_2021dft.pdf

Attachment

**CA.10**

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July 1, 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;
- Received a transit ridership status report at its October 25, 2021 meeting; and
- Received a transit ridership status report at its April 25, 2022 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

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. This exhibit shows that ridership is recovering in Fiscal Year 2021-22.

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 May 2022. This exhibit shows that ridership is recovering, but is significantly below Pre-Covid-19 Pandemic ridership.

Attachments

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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

Pre-Covid-19 Pandemic Ridership																
Year	October	November	December	January	February	Sum		March	April	May	June	July	August	September	Sum	
Route 1																
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	
Ridership Percentage Change						-3.37%										-53.64%
Route 9																
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	
Ridership Percentage Change						5.70%										-88.83%
Route 12																
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	
Ridership Percentage Change						-1.70%										-79.67%
Route 20																
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	
Ridership Percentage Change						-4.48%										-81.68%
Route 35																
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	
Ridership Percentage Change						-5.08%										-79.86%

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

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
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	18,745	16,351	17,051	17,867	23,108	26,385	232,485
													-36.32%
Route 9													
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	6,262	4,805	5,865	7,131	15,786	32,481	104,678
													-59.19%
Route 12													
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	12,022	11,519	11,286	11,858	24,022	33,545	164,085
													-38.79%
Route 20													
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	22,301	15,097	17,290	20,011	30,123	53,939	268,837
													-36.93%
Route 35													
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	14,453	9,688	9,941	10,901	21,202	37,262	180,082
													-44.02%

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

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2020-21	20,681	16,747	17,714	18,697	18,293	20,846	14,903	14,446					142,327
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412					181,223
Ridership Percentage Change													27.33%
Route 9													
2020-21	5,213	3,490	2,613	5,626	7,453	7,953	1,194	939					34,481
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177					163,569
Ridership Percentage Change													374.37%
Route 12													
2020-21	8,902	7,275	6,710	11,170	12,962	12,814	4,121	3,673					67,627
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008					187,066
Ridership Percentage Change													176.61%
Route 20													
2020-21	17,708	14,351	12,030	19,023	21,737	25,227	5,791	6,672					122,539
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739					276,465
Ridership Percentage Change													125.61%
Route 35													
2020-21	12,808	10,097	8,703	13,828	14,827	16,372	4,394	5,303					86,332
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515					186,383
Ridership Percentage Change													115.89%

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
Route 1													
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318					362,289
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412					181,223
Ridership Percentage Change													-49.98%
Route 9													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982					319,822
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177					163,569
Ridership Percentage Change													-48.86%
Route 12													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891					331,160
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008					187,066
Ridership Percentage Change													-43.51%
Route 20													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881					555,239
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739					276,465
Ridership Percentage Change													-50.21%
Route 35													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377					409,850
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515					186,383
Ridership Percentage Change													-54.52%

Percentage Ridership Decrease
Ridership Increase [Full Month]



CA.11

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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: 2020 Census Timeline Update - Transportation Management Area Designation

RECOMMENDATION:

No Action Required.

BACKGROUND:

The Federal Highway Administration Florida Office has forwarded the Bureau of the Census 2020 Census Urbanized Areas and Metropolitan Organization/Transportation Management Area Designation timeline update. Materials from the Federal Highway Administration - Florida Office and Bureau of the Census website consist of the following:

Exhibit 1 - Federal Highway Administration Florida Office email;

Exhibit 2 - Census Urbanized Areas and Metropolitan Organization/Transportation Management Area Designation Estimated Schedule of Activities as of May 19, 2022; and

Exhibit 3 - Federal Register - Volume 87, No, 57 / Thursday, March 24, 2022 / Notices - Pages 16707- 16715
Department of Commerce Census Bureau [Docket No. 220228-0062]
Urban Area Criteria for the 2020 Census - Final Criteria.

Attachments

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EXHIBIT 1

From: [Scott Koons](#)
To: [Mike Escalante \(escalante@ncfrpc.org\)](mailto:Mike.Escalante@ncfrpc.org)
Subject: FW: ANNOUNCEMENT: 2020 Census Update and Estimated Schedule of Activities
Date: Tuesday, May 31, 2022 2:37:09 PM

From: Reichert, Mark [mailto:Mark.Reichert@dot.state.fl.us]
Sent: Tuesday, May 31, 2022 2:36 PM
Subject: FW: ANNOUNCEMENT: 2020 Census Update and Estimated Schedule of Activities

Good afternoon, everyone. Please see the notice below regarding the new schedule of activities for the 2020 Census.

From: Kendall, Cathy (FHWA) <Cathy.Kendall@dot.gov>
Sent: Tuesday, May 31, 2022 2:27 PM
To: Reichert, Mark <Mark.Reichert@dot.state.fl.us>; Thompson, Erika <Erika.Thompson@dot.state.fl.us>
Cc: Brunelle, Karen <Karen.Brunelle@dot.gov>; khoa.nguyen@dot.gov; Blizzard, Stacie (FHWA) <Stacie.Blizzard@dot.gov>; Parker, Teresa (FHWA) <Teresa.Parker@dot.gov>; Gonzalez, Carlos A (FHWA) <carlos.a.gonzalez@dot.gov>
Subject: FW: ANNOUNCEMENT: 2020 Census Update and Estimated Schedule of Activities

EXTERNAL SENDER: Use caution with links and attachments.

Below, please see and share the information regarding an update of the estimated schedule of activities for the 2020 Census Urbanized Areas and MPO/TMA Designations.

Best regards,

Cathy Kendall, AICP
Planning Team Leader
FHWA-FL Division
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312
cathy.kendall@dot.gov
(850) 553-2225

TO THE ATTENTION OF DIVISION AND FEDERAL LANDS HIGHWAY PLANNING STAFF:

The purpose of the email is to update you on the 2020 Census [estimated schedule of activities](#) for your information and dissemination. Early this month, the Office of Planning, Environment, and Realty (Office of Planning) updated the [Census Issues website](#) and [estimated schedule of activities](#) for the 2020 Census. This information represents our current understanding of the Census Bureau's

timeline (by the end of Fall 2022) for publishing their Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census.

Please share this information with your transportation planning partners and note that this schedule may change again as we continue to have conversations with the Census Bureau. We are also well underway with an update to the [FHWA Census Frequently Asked Questions website](#) and will notify you when that is published. In the meantime, if you have questions or comments regarding the 2020 Census or the estimated schedule of activities, please contact:

- **Transportation Planning Requirements** – Corbin Davis at Corbin.Davis@dot.gov.
- **Transportation Planning Resources** – Steve Call at Steven.Call@dot.gov.
- **Urban Area Boundaries and Geographic Information Systems (GIS)** – Supin Yoder at Supin.Yoder@dot.gov, or
- **Urban Area Boundaries and Census Transportation Planning Products (CTPP)** – Joe Hausman at Joseph.Hausman@dot.gov.

Be sure to check out the various resources and reference documents found on the [Transportation Planning Capacity Building Program](#) and [Travel Model Improvement Program](#) websites.

EXHIBIT 2

Census Urbanized Areas and MPO/TMA Designation Estimated Schedule of Activities as of May 19, 2022

Date	Activity
19-Feb-21	The United States Census Bureau published a Federal Register notice with the proposed criteria for defining urban areas based on the results of the 2020 Decennial Census.
24-Mar-22	The Census Bureau published a Federal Register notice with the final criteria for defining urban areas based on the results of the 2020 Decennial Census.
Fall 2022	The Census Bureau will publish a Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census and release TIGER/Line geographic shapefiles on their website.
Fall 2022	HEPGIS will provide urban area boundaries, including the ability to download shapefiles.
Winter 2022/Spring 2023	USDOT (FHWA and FTA) will publish a Federal Register notice designating Transportation Management Areas (TMAs) for urban areas with populations more than 200,000, as determined by the Census Bureau and the results of the 2020 Decennial Census.
Before October 1, 2023 (Before the first full Federal fiscal year after the Census Bureau publishes the urban areas based on the results of the 2020 Decennial Census)	States should revisit their intra-State distribution formulas for metropolitan planning (PL) funds allocations to MPOs to ensure that the new Census 2020 population figures are being used and that any new MPOs are part of the calculation.
Before the next regularly scheduled metropolitan transportation plan update, after October 1, 2023, or within 4 years of the designation of the new urban area boundary, whichever occurs first	Existing MPOs should expand their Metropolitan Planning Areas (MPAs) to include all territory in urban areas with populations more than 50,000, as determined by the Census Bureau and the results of the 2020 Decennial Census (if necessary).
Fall 2023 (1 year after the Census Bureau publishes the urban areas based on the results of the 2020 Decennial Census)	New MPOs should be designated by Governor(s) to represent all new urban areas with populations more than 50,000, as determined by the Census Bureau and the results of the 2020 Decennial Census. Urban areas that are located within the MPA of an existing MPO do not require designation of a new MPO.
Summer/Fall 2024 (Within 18 months of TMA designation)	New TMAs must have a Congestion Management Process (CMP).
April 15, 2025, and June 15, 2025 (dates of 2025 HPMS data submissions to FHWA)	Any adjustments to urban area boundaries should be approved by the Governor(s) (or Governor's designee) and FHWA Division Office(s). FHWA will consider all urban area boundaries final as of April 15, 2025, and will use the original 2020 Census boundaries for all urban areas that have not been adjusted. The 2025 HPMS data submissions on April 15, 2025, and June 15, 2025, should conform to the approved urban area boundary.
Fall 2026 (4 years after the Census Bureau publishes the urban areas based on the results of the 2020 Decennial Census)	New MPOs should have a formally adopted Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

T/Scott/SK22/Reapportionment-Census Designation/Census_Timeline_update_053122

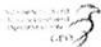


EXHIBIT 3

16706

Federal Register / Vol. 87, No. 57 / Thursday, March 24, 2022 / Notices

—To join by phone only, dial: 1-800-360-9505; Access Code: 1993 34 6768#

FOR FURTHER INFORMATION CONTACT: Mallory Trachtenberg, DFO, at mtrachtenberg@usccr.gov or 202-809-9618.

SUPPLEMENTARY INFORMATION: Members of the public can listen to the discussion. This meeting is available to the public through the following toll-free call-in number. An open comment period will be provided to allow members of the public to make a statement as time allows. The conference operator will ask callers to identify themselves, the organizations they are affiliated with (if any), and an email address prior to placing callers into the conference call. Callers can expect to incur charges for calls they initiate over wireless lines, and the Commission will not refund any incurred charges. Callers will incur no charge for calls they initiate over land-line connections to the toll-free telephone number. Persons with hearing impairments may also follow the proceedings by first calling the Federal Relay Service at 1-800-877-8339 and providing the Service with the conference call number and conference ID number. To request additional accommodations, please email mtrachtenberg@usccr.gov at least 7 days prior to the meeting for which accommodations are requested.

Members of the public are also entitled to submit written comments; the comments must be received in the regional office within 30 days following the meeting. Written comments may be emailed to Mallory Trachtenberg at mtrachtenberg@usccr.gov in the Regional Programs Unit Office/Advisory Committee Management Unit. Persons who desire additional information may contact the Regional Programs Unit at 202-809-9618.

Records generated from this meeting may be inspected and reproduced at the Regional Programs Unit Office, as they become available, both before and after the meeting. Records of the meeting will be available at www.facadatase.gov under the Commission on Civil Rights, New York Advisory Committee. Persons interested in the work of this Committee are also directed to the Commission's website, www.usccr.gov; persons may also contact the Regional Programs Unit office at the above email or phone number.

Agenda

- I. Welcome and Roll Call
- II. Approval of Minutes
- III. Discussion: Civil Rights Topics
- IV. Public Comment
- V. Next Steps
- VI. Adjournment

Dated: March 21, 2022.

David Mussatt,

Supervisory Chief, Regional Programs Unit.

[FR Doc. 2022-06250 Filed 3-23-22; 6:45 am]

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DEPARTMENT OF COMMERCE

Census Bureau

[Docket Number 220228-0062]

Urban Area Criteria for the 2020 Census—Final Criteria

AGENCY: Census Bureau, Department of Commerce.

ACTION: Notice of final program criteria.

SUMMARY: This notice provides the Census Bureau's final criteria for defining urban areas based on the results of the 2020 Decennial Census. This notice also provides a summary of comments received in response to the proposed criteria published in the *Federal Register* on February 19, 2021, as well as the Census Bureau's responses to those comments. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data. Since the 1950 Census, the Census Bureau has reviewed and revised these criteria, as necessary, for each decennial census in order to improve the classification of urban areas by taking advantage of newly available data and advancements in geographic information processing technology.

DATES: The Census Bureau will begin implementing the criteria as of March 24, 2022.

FOR FURTHER INFORMATION CONTACT: Requests for additional information should be directed to Vincent Osier, Geography Division, U.S. Census Bureau, via email at geo.urban@census.gov. Phone: 301-763-1128.

SUPPLEMENTARY INFORMATION: The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying individual urban areas as well as the rural portion of the nation.

The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The boundaries of this urban footprint have been defined using measures based primarily on population counts and residential population density, and also on criteria that account for non-residential urban land uses, such as commercial, industrial, transportation, and open space that are part of the urban landscape. Since the 1950 Census, when the Census Bureau first defined densely settled urbanized areas of 50,000 or more people, the urban area delineation process has addressed non-residential urban land uses through criteria designed to account for commercial enclaves, special land uses such as airports, and densely developed noncontiguous territory.

In developing criteria for delineating urban areas, the Census Bureau uses an objective approach that is designed to meet the needs of a broad range of analysts and users interested in the definition of and data for urban and rural communities for statistical purposes. The Census Bureau recognizes that some federal and state agencies use the Census Bureau's urban-rural classification for allocating program funds, setting program standards, and implementing aspects of their programs. The agencies that use the classification and data for such nonstatistical uses should be aware that the changes to the urban area criteria also might affect the implementation of their programs.

While the Census Bureau is not responsible for the use of its urban-rural classification in nonstatistical programs, we will work with tribal, federal, state, or local agencies as well as stakeholders, as appropriate, to ensure understanding of our classification. Agencies using the classification for their programs must ensure that the classification is appropriate for their use.

I. Summary of Changes Made to the 2020 Census Urban Area Criteria

The following table compares the final 2020 Census urban area criteria with those that were proposed in the *Federal Register* on February 19, 2021 (86 FR 10237).

Criteria	Proposed 2020 criteria	Final 2020 criteria
Identification of Initial Urban Area Cores	Census block housing unit density of 385. Use of land cover data to identify territory with a high degree of imperviousness.	Aggregation of census blocks with a housing unit density of 425. Use of land cover data to identify territory with a high degree of imperviousness.
Minimum Qualifying Threshold	An area will qualify as urban if it contains at least 4,000 housing units or has a population of at least 10,000.	An area will qualify as urban if it contains at least 2,000 housing units or has a population of at least 5,000.
Types of Urban Areas	Urban areas will no longer be distinguished as either an "urbanized area" or an "urban cluster." All qualifying areas will be designated "urban areas."	Urban areas will no longer be distinguished as either an "urbanized area" or an "urban cluster." All qualifying areas will be designated "urban areas."
Inclusion of Group Quarters	Census blocks containing group quarters adjacent to already qualified blocks will be included.	Census blocks containing group quarters and a population density of at least 500 adjacent to already qualified blocks will be included.
Inclusion of Noncontiguous Territory via Hops and Jumps.	Maximum hop distance 0.5 miles, maximum jump distance 1.5 miles, and no hops after jumps. Intervening, low density blocks are not included in the urban area.	Maximum hop distance 0.5 miles, maximum jump distance 1.5 miles, and no hops after jumps. Intervening, low density blocks are not included in the urban area.
Inclusion of Noncontiguous Territory Separated by Exempted Territory.	Bodies of water and wetlands as identified in land cover data. The intervening, low density blocks of water or wetlands are not included in the urban area.	Bodies of water and wetlands as identified in the land cover data. The intervening, low density blocks of water or wetlands are not included in the urban area.
Low-Density Fill	N/A	Contiguous census blocks added to already qualifying territory with a housing unit density of 200.
Inclusion of Airports	Currently functioning airport within a distance of 0.5 miles to the urban area that is a qualified cargo airport or has an annual enplanement of at least 2,500 passengers.	Currently functioning airport within a distance of 0.5 miles to the urban area that is a qualified cargo airport or has an annual enplanement of at least 2,500 passengers.
Additional Nonresidential Urban Territory	Inclusion of groups of census blocks with a high degree of imperviousness and that are within 0.25 miles of an urban area.	Inclusion of groups of census blocks with a high degree of imperviousness and that are within 0.5 miles of an urban area, and have a total area of at least 0.15 square miles. Inclusion of groups of census blocks with at least 1,000 jobs (per Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) data) and that are within 0.5 miles of an urban area.
Inclusion of Enclaves	Additional census blocks added when surrounded solely by qualifying land territory or by both land that qualified for inclusion in the urban area and water.	Additional census blocks added when surrounded solely by qualifying land territory or by both land that qualified for inclusion in the urban area and water.
Inclusion of Indentations	N/A	3.5 square mile maximum area of the territory within the indentation to be added to the urban area.
Merging Block Aggregations	N/A	Merge qualifying territory from separately defined 2020 Census urban areas that do not contain a high-density nucleus and are within 0.25 miles of a qualifying urban area.
Identification of Agglomerations	N/A	Identify qualifying areas that contain a high-density nucleus with a housing unit density of 1,275 and at least 2,000 housing units or 5,000 persons.
Splitting Large Agglomerations	Potential splits and merges are identified using Longitudinal Employer-Household Dynamics worker flow data between 2010 Census urban area pairs. If necessary, split location is guided by commuter-based communities.	Potential splits and merges are identified using Longitudinal Employer-Household Dynamics worker flow data between 2010 Census urban area pairs. If necessary, split location is guided by commuter-based communities.
Assigning Urban Area Titles	Clear, unambiguous title based on commonly recognized place names derived from incorporated places, census designated places, minor civil divisions, and the Geographic Names Information System.	Clear, unambiguous title based on commonly recognized names of places within the high-density nuclei, derived from incorporated places, census designated places, minor civil divisions, and the Geographic Names Information System.

II. History

Over the course of a century defining urban areas, the Census Bureau has

introduced conceptual and methodological changes to ensure that the urban-rural classification keeps pace

with changes in settlement patterns and with changes in theoretical and practical approaches to interpreting and

understanding the definition of urban areas. Prior to the 1950 Census, the Census Bureau primarily defined "urban" as any population, housing, and territory located within incorporated places with a population of 2,500 or more. That definition was easy and straightforward to implement, requiring no need to calculate population density; to understand and account for actual settlement patterns on the ground in relation to boundaries of legal/administrative units; or to consider densely settled populations existing outside incorporated municipalities. For much of the first half of the twentieth century, that definition was adequate for defining "urban" and "rural" in the United States, but by 1950 it became clear that it was incomplete.

Increasing suburbanization, particularly outside the boundaries of large incorporated places led the Census Bureau to adopt the urbanized area concept for the 1950 Census. At that time, the Census Bureau formally recognized that densely settled communities outside the boundaries of incorporated municipalities were just as "urban" as the densely settled population inside those boundaries. Outside urbanized areas of 50,000 or more people, the Census Bureau continued to recognize urban places with at least 2,500 and less than 50,000 persons. This basic conceptual approach to identifying urban areas remained in effect through the 1990 Census, although with some changes to criteria and delineation methods.

The Census Bureau adopted six substantial changes to its urban area criteria for the 2000 Census:

- Defining urban clusters using the same criteria as urbanized areas.
- Disregarding incorporated place and census designated place (CDP) boundaries when defining urbanized areas and urban clusters.
- Adopting 500 persons per square mile (PPSM) as the minimum density criterion for recognizing some types of urban territory.
- Increasing the maximum jump distance for linking densely developed territory separated from the main body of the urban area by intervening low density territory from 1.5 to 2.5 miles. This recognized the prospect that larger clusters of non-residential urban uses might offset contiguity of densely settled territory.
- Introducing the hop concept to provide an objective basis for recognizing that nonresidential urban uses, such as small commercial areas or parks, create small gaps between

densely settled residential territory, but are part of the pattern of urbanization.

- Adopting a zero-based approach to defining urban areas.

For the 2010 Census, the Census Bureau adopted moderate changes and enhancements to the criteria to improve upon the classification of urban and rural areas while continuing to meet the objective of a uniform application of criteria nationwide. These changes were:

- Use of census tracts as analysis units in the initial phase of delineation.
- Use of land use/land cover data from the National Land Cover Database (NLCD) to identify qualifying areas of non-residential urban land uses.
- Qualification of airports for inclusion in urban areas.
- Elimination of the designation of central places within urban areas.¹
- Requirement for minimum population residing outside institutional group quarters.
- Splitting large urban agglomerations.

The conceptual and criteria changes adopted for both the 2000 and 2010 Censuses, as well as the history of the Census Bureau's urban and rural classification, are discussed in more detail in the document "A Century of Delineating a Changing Landscape: The Census Bureau's Urban and Rural Classification, 1910 to 2010," available at https://www2.census.gov/geo/pdfs/reference/ua/Century_of_Defining_Urban.pdf.

III. Summary of Comments Received in Response to Proposed Criteria

The notice published in the *Federal Register* on February 19, 2021 (86 FR 10237) requested comments on proposed criteria for delineating the 2020 Census urban areas. The Census Bureau received 106 responses directly related to the proposed Urban Area Criteria. Responses were received from regional planning and nongovernmental organizations, municipal and county officials, Members of Congress, state governments, federal agencies, and individuals. The criteria in Section V of this document reflect changes made in response to the comments and suggestions received on the proposed criteria for delineating the 2020 Census urban areas.

¹ The central place concept was not necessary for urban area delineation and the resulting list of qualified central places largely duplicated the list of principal cities identified by the Metropolitan and Micropolitan Statistical Area standards. There was no conceptual reason to continue identifying two slightly different lists of cities and other places that were central to their respective regions.

Comments Expressing General Support or Opposition

The Census Bureau received ten comments that expressed general support or general opposition to the proposed criteria without specifying any particular aspect of the criteria. Five commenters expressed general opposition; five commenters offered general support.

Comments Pertaining To Increasing the Minimum Threshold To Qualify

The Census Bureau received twenty-nine comments regarding the proposal to increase the minimum threshold to qualify as urban to 10,000 persons or 4,000 housing units. Twenty-seven commenters expressed concern about the increase, citing loss of statistical continuity for small communities. Two commenters supported increasing the minimum threshold.

Comments Pertaining to Proposed Exclusion of Hop/Jump Corridors From Urban Areas

The Census Bureau received nineteen comments regarding the proposal to exclude hop/jump corridors from an urban area. Seventeen commenters expressed concern, citing issues related to the complex, multipiece urban areas that would result. Two commenters supported excluding the hop/jump corridors.

Comments Pertaining to Proposed Criteria To Cease Distinguishing Types of Urban Areas

The Census Bureau received sixteen comments regarding the proposal to cease distinguishing types of urban areas. Thirteen commenters expressed concern about the loss of distinction between Urban Clusters and Urbanized Areas (though this is only a change in terminology—it still will be possible to distinguish between different sizes of urban areas based on population). Three commenters supported the proposal to cease distinguishing types of urban areas.

Comments Pertaining to Housing Unit Density

The Census Bureau received fifty-five comments regarding the proposed criteria to utilize housing unit density.

Twenty-six commenters expressed concern about using housing unit density instead of population density. Eight commenters supported using housing unit density.

Twenty commenters expressed concern that the minimum housing unit density threshold of 385 housing units per square mile (HPSM) was too high. One commenter supported the

minimum housing unit density of 385 HPSM.

Comments Pertaining to Proposed Criteria for Splitting Large Urban Agglomerations

The Census Bureau received five comments regarding the proposed criteria for splitting large urban area agglomerations or the use of the Longitudinal Employer-Household Dynamics (LEHD) data. Three commenters supported the proposed criteria; two commenters expressed concern.

Comments Pertaining to Proposed Jump Criteria

The Census Bureau received forty-seven comments regarding the proposed jump criteria designed to include noncontiguous, but qualifying territory within an urban area. Of these, six commenters supported lowering the maximum jump distance threshold from 2.5 to 1.5 miles. Forty-one commenters favored no change to the 2.5-mile maximum jump distance threshold. Reasons for retention of the 2.5-mile maximum jump distance provided by these commenters included retaining consistency with the 2010 Census urban area delineation, the ability to account for future urbanization and extended suburbanization, and mitigation of the presence of undevelopable land not identified by the Census Bureau.

Comments Pertaining to Proposed Use of Census Blocks as Building Blocks

The Census Bureau received seven comments regarding the proposed use of the census block as the analysis unit (or geographic building block) during the delineation of the initial urban area core. These commenters expressed concern that the use of census blocks instead of census tracts would lead to the shrinking of the population and geographic area of urban areas.

Comments Pertaining to Proposed Criteria for Indentations

The Census Bureau received ten comments regarding proposed criteria to no longer include low-density territory located within indentations formed during the Urban Area Delineation Process. These commenters opposed the proposed criteria, citing the jagged nature of the urban area boundaries without the smoothing that occurs by including indentations.

Comments Pertaining to Proposed Criteria To Qualify Territory Containing a High Degree of Impervious Surface

The Census Bureau received nine comments regarding the proposed use of

the National Land Cover Database (NLCD) to assist in identifying and qualifying as urban, sparsely populated urban-related territory associated with a high degree of impervious surface. These commenters expressed concern about the vintage of the data.

Comments Pertaining to Nonstatistical Uses of Urban Areas

Additional comments expressed concern that the Census Bureau does not acknowledge or consider any nonstatistical uses of urban areas when developing delineation criteria. These commenters also suggested delaying the delineation of urban areas until provisions are adopted that would prevent adverse impacts on programs and funding formulas relating to urban areas as currently defined.

In response to the comments received regarding the nonstatistical uses of Census urban areas, the Census Bureau recognizes that some federal and state agencies use the Census Bureau's urban-rural classification for allocating program funds, setting program standards, and implementing aspects of their programs. The Census Bureau remains committed to an objective, equitable, and consistent nationwide urban area delineation, and thus identifies these areas for the purpose of tabulating and presenting statistical data. This provides data users, analysts, and agencies with a baseline set of areas from which to work, as appropriate. Given the many programmatic and often conflicting or competing uses for Census Bureau-defined urban areas, the Census Bureau cannot attempt to take each such use into account or assess the relative value of any particular use. The Census Bureau is committed to working with stakeholders, as appropriate, to promote understanding of our classification.

Comments Pertaining to Retention of the 2010 Urban Area Criteria

Three commenters specifically requested that territory defined as urban in the 2010 Census continue to be defined as urban for the 2020 Census. Six commenters requested that the 2010 criteria be used to define urban areas for the 2020 Census.

Comments Pertaining to Local Input of Urban Area Boundaries

Eight commenters expressed concern that there are no provisions in the delineation criteria for local input and requested the opportunity to review and comment on the definition of individual urban areas before boundaries become final.

Comments Pertaining to Census Block Boundaries

The Census Bureau received ten comments regarding the block boundaries on the edges of urban development. Commenters expressed concern that these blocks are often a mix of urban and rural characteristics and are often large in scale, potentially leading to their exclusion from an urban area.

Comments Pertaining to the Delineation Process

Commenters also expressed concern about the automated and inflexible nature of the delineation process and suggested that the extent of each urban area should be evaluated individually. The Census Bureau also received comments expressing concern that the proposed delineation criteria do not consider local zoning laws, topography, and municipal boundaries.

The Census Bureau's urban area criteria for the 2020 Census consists of a single set of rules that allow for application of automated processes based on the input of standardized nationwide datasets that yield consistent results. Rather than defining areas through a process of accretion over time, the criteria also provide a better reflection of the distribution of population, housing, and other uses and how they reflect the current state of urbanization.

Comments Pertaining to the Urban Area Program Timeline

The Census Bureau received twenty-six requests for the extension of the public comment period on the proposed urban area delineation criteria to further assess its potential impacts. Additional comments expressed difficulty in predicting results of changes to criteria as published in the *Federal Register* on February 19, 2021 (86 FR 10237) and requested clarification of the proposed urban area delineation criteria.

The delineation and production of urban areas and their associated data are scheduled to begin after the release of the Decennial Census block-level population and housing counts to ensure sufficient time to delineate and review the urban area definitions and prepare geographic information files in time for tabulation and inclusion in statistical data products from both the 2020 Census and the American Community Survey (ACS). Adherence to this schedule prevented any attempts toward a test delineation using all the proposed 2020 urban area criteria for the entire United States, Puerto Rico, and the Island Areas, thus prohibiting

the availability of nation-wide, real-world examples without showing preference to any particular location. Further, this schedule also dictated that the development of the delineation software coincided with the development of the proposed and the final criteria.

IV. Changes to the Proposed Urban Area Criteria for the 2020 Census

This section of the notice provides information about the Census Bureau's decisions on changes that were incorporated into the Urban Area Criteria for the 2020 Census in response to the many comments received. These decisions benefited greatly from public participation as the Census Bureau took into account the comments received in response to the proposed criteria published in the **Federal Register** on February 19, 2021 (86 FR 10237), as well as comments received during webinars, conference presentations, consultations with professional geographers and other social scientists who work with and define urban and rural concepts and classifications, meetings with federal, state, and local officials and other users of data for urban areas, and additional research and investigation conducted by Census Bureau staff.

The changes made to the proposed criteria in Section III of the published in the **Federal Register** on February 19, 2021, "Urban Areas for the 2020 Census-Proposed Criteria" (86 FR 10237), are as follows:

1. In Section III, subsection A, the Census Bureau modifies the minimum criteria for an area to qualify as an urban area. The territory must encompass at least 2,000 housing units or at least 5,000 persons, decreased from 4,000 housing units or 10,000 persons as proposed.

2. In Section III, subsection B, the Census Bureau modifies the criteria to utilize multiple housing unit densities:

1,275 housing units per square mile (HPSM), 425 HPSM, and 200 HPSM. In response to comments stating that 385 HPSM was too high for a minimum threshold, and further testing of the impacts of complex multipiece urban areas, the Census Bureau adjusts the delineation criteria to include multiple housing unit density thresholds at different stages of the process. The addition of a high-density threshold of 1,275 HPSM ensures each urban area contains a core. Including a low density fill of 200 HPSM will reduce the number of individual pieces of an urban area while accommodating for the irregular nature of census block size that affects the density calculations.

3. In Section III, subsection B.1, the Census Bureau modifies the criteria to utilize a housing unit density of 425 instead of 385 HPSM.

4. In Section III, subsection B.1, the Census Bureau clarifies the criteria regarding which areas are considered "Initial Urban Core." An Initial Urban Core must contain at least 500 housing units.

5. In Section III, subsection B.2, the Census Bureau removes the section related to the "Inclusion of Group Quarters." Blocks containing group quarters can qualify in multiple steps of the criteria.

6. In Section III, subsection B.3, the Census Bureau removes all references to "385 housing units or more."

7. In Section III, subsection B.3, the Census Bureau removes the reference to "all urban area cores that have a housing unit count of 577 or more."

8. In Section III, subsection B.4, the Census Bureau clarifies references to the land cover data used in determining exempted territory. The Census Bureau will use the most current land cover data from the National Land Cover Database (NLCD) or Coastal Change Analysis Program (C-CAP) High Resolution Land Cover for any given area to better represent land use/land

cover conditions at the time of the delineation.

9. In Section III, subsection B.5, the Census Bureau clarifies when the enclave criteria are applied. Enclaves will be added after development of the Initial Urban Cores and again after the addition of nonresidential territory. This process recognizes that some census blocks that are internal and integral to an urban area may have few or no housing units and little impervious surface, such as census blocks containing urban parkland.

10. In Section III, subsection B.6, the Census Bureau removes the criteria for the "Inclusion of Airports" and includes it within subsection B.7, "Additional Nonresidential Urban Territory."

11. In Section III, subsection B.7, the Census Bureau adds criteria to include additional nonresidential census blocks that contain at least 1,000 commuter destinations (in a three-year average) and are within 0.5 miles of already qualifying territory.

12. In Section III, subsection B.8, the Census Bureau clarifies and simplified the criteria for splitting large agglomerations.

13. In Section III, subsection B.9, the Census Bureau modifies the criteria to include the most populous place name of the high-density nucleus.

14. In Section III, subsection B.9, the Census Bureau modifies the criteria for secondary names to utilize housing unit counts rather than population counts.

The sections of the proposed criteria referenced above do not appear in the same order in Section V of this final notice due to the reorganization of existing criteria sections and the addition of new criteria sections. The following table provides a crosswalk of the criteria sections that were proposed in the **Federal Register** on February 19, 2021 (86 FR 10237) to the criteria sections of the final criteria in this notice.

Section name	Proposed 2020 criteria	Final 2020 criteria
Identification of Initial Urban Area Cores	Section III, B.1 ..	Section V, B.1
Inclusion of Group Quarters	Section III, B.2 ..	Section V, B.1
Inclusion of Noncontiguous Territory via Hops and Jumps	Section III, B.3 ..	Section V, B.2
Inclusion of Noncontiguous Territory Separated by Exempted Territory	Section III, B.4 ..	Section V, B.3
Low-Density Fill	N/A	Section V, B.4
Inclusion of Airports	Section III, B.6 ..	Section V, B.5
Additional Nonresidential Urban Territory	Section III, B.7 ..	Section V, B.5
Inclusion of Enclaves	Section III, B.5 ..	Section V, B.6
Inclusion of Indentations	N/A	Section V, B.7
Merging of Eligible Block Aggregations	N/A	Section V, B.8
Identification of Urban Area Agglomerations	N/A	Section V, B.9
Splitting Large Agglomerations	Section III, B.8 ..	Section V, B.10
Assigning Urban Area Titles	Section III, B.9 ..	Section V, B.11

V. Urban Area Criteria for the 2020 Census

The criteria outlined herein apply to the United States,² Puerto Rico, and the Island Areas of American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the U.S. Virgin Islands. The Census Bureau will utilize the following criteria and characteristics to identify the areas that will qualify for designation as urban areas for use in tabulating data from the 2020 Census, the American Community Survey (ACS), the Puerto Rico Community Survey, and potentially other Census Bureau censuses and surveys.

A. 2020 Census Urban Area Definitions

For the 2020 Census, an urban area will comprise a densely developed core of census blocks³ that meet minimum housing unit density requirements, along with adjacent territory containing non-residential urban land uses as well as other lower density territory included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to the criteria must encompass at least 2,000 housing units or at least 5,000 persons. The term “rural” encompasses all population, housing, and territory not included within an urban area.

1. As a result of the urban area delineation process, an incorporated place or census designated place (CDP) may be partly inside and partly outside an urban area. Further, any census geographic areas, with the exception of census blocks, may be partly within and partly outside an urban area.

2. All criteria based on land area, housing unit density, and population, reflect the information contained in the Census Bureau’s Master Address File/ Topologically Integrated Geographic Encoding and Referencing (MAF/ TIGER) Database (MTDB) at the time of the delineation. All density calculations include only land; the areas of water contained within census blocks are not used in density calculations. Housing unit, population, and worker flow data used in the urban area delineation process will be those published by the Census Bureau for all public and official uses.

² For Census Bureau purposes, the United States includes the 50 States and the District of Columbia.

³ A census block is the smallest geographic area for which the Census Bureau tabulates data and is an area normally bounded by visible features, such as streets, rivers or streams, shorelines, and railroads, and by nonvisible features, such as the boundary of an incorporated place, minor civil division, county, or other 2020 Census tabulation entity.

3. The Census Bureau will utilize multiple data sources in the 2020 Urban Area delineation. Worker-flows are calculated from the Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) data. Level of imperviousness is calculated from either the National Land Cover Database (NLCD) or Coastal Change Analysis Program (C-CAP) High Resolution Land Cover. The Census Bureau will utilize the most recent data available from either data source for any given area.

B. Urban Area Delineation Criteria

The Census Bureau defines urban areas primarily based on housing unit density measured at the census block-level of geography. Three housing unit densities are used in the delineation—425 housing units per square mile (HPSM) to identify the initial core of urban block agglomerations and the cores of noncontiguous peripheral urban territory; 200 HPSM to expand the urban block agglomerations into less dense, but structurally connected portions of urban areas; and 1,275 HPSM to identify the presence of higher-density territory representing the urban nucleus.

1. Identification of Initial Urban Core

The Census Bureau will begin the delineation process by identifying and aggregating contiguous census blocks to form Eligible Block Aggregations (EBAs) based on the following criteria:

(a) The census block has a density of at least 425 HPSM; or

(b) At least one-third of the census block consists of territory with an impervious level of at least 20 percent,⁴ and the census block is compact in nature as defined by a shape index. A census block is considered compact when the shape index is at least 0.185 using the following formula: $I = 4\pi A/P^2$ where I is the shape index, A is the area of the entity, and P is the perimeter of the entity; or

(c) At least one-third of the census block consists of territory with an impervious level of at least 20 percent and at least 40 percent of its boundary is contiguous with qualifying territory; or

(d) The census block contains a group quarter and has a block-level density of at least 500 persons per square mile (PPSM).

The Census Bureau will apply criteria Steps B.1.a, B.1.b, B.1.c, and B.1.d above

⁴ The Census Bureau has found in testing that territory with an impervious surface level less than 20 percent results in the inclusion of road and structure edges, and not the actual roads or buildings themselves.

until there are no additional blocks to add to the EBA. If an EBA contains at least 500 housing units, it will be considered an Initial Urban Core, to which other qualifying areas may be added in subsequent steps of the criteria. Any “holes” (remaining nonqualifying territory surrounded by an Initial Urban Core) that are less than five square miles in area will qualify as urban via the criteria for inclusion of enclaves, as set forth below in Step B.6.a.

2. Inclusion of Noncontiguous Territory via Hops and Jumps

Any EBA created in Step B.1 that contains at least ten housing units or a group quarter in a block with at least 500 PPSM may be added to an Initial Urban Core via a hop or a jump.

Hops connect EBAs separated by no more than 0.5 miles of road connections. Multiple hops can occur along road connections between EBAs leading to an Initial Urban Core. After all hop connections are made, EBAs that contain one or more Initial Cores will be considered Core EBAs.

The Census Bureau will then add additional EBAs via jump connections. Jumps are used to connect densely settled noncontiguous territory separated from the Core EBA by territory with low housing unit density. A jump can occur along a road connection that is greater than 0.5 miles but no more than 1.5 miles. Because it is possible that any given densely developed area could qualify for inclusion in multiple Core EBAs via a jump connection, the identification of jumps in an automated process starts with the Core EBA that has the highest number of housing units and continues in descending order based on the total housing units of each Core EBA. Once a Core EBA is added to another Core EBA via a jump, it becomes ineligible for any other jumps.

The non-qualifying blocks along the road connection are not included in the delineation; therefore, Core EBAs that contain hop or jump connections will be noncontiguous aggregations.

Those remaining EBAs that did not have an Initial Urban Core but contain the following will remain as candidates for inclusion in subsequent steps:

- At least ten housing units, or
- A group quarter and a block-level density of at least 500 PPSM.

3. Inclusion of Noncontiguous Territory Separated by Exempted Territory

The Census Bureau will identify and exempt territory in which residential development is substantially constrained or not possible due to either

topographical or land use conditions. Such exempted territory offsets urban development due to particular land use, land cover, or topographic conditions. For the 2020 Census, the Census Bureau considers the following to be exempted territory:

(a) Bodies of water (as defined by the Census Bureau, or classified as water in the land cover data); and

(b) Wetlands (belonging to any wetlands classifications in the land cover data).

When the hop and jump criteria in Step B.2 are applied, the qualifying hop or jump connections may be extended when the intervening non-qualifying blocks contain exempted territory, provided that:

(c) The road connection across the exempted territory (located on both sides of the road) is no greater than five miles in length; and

(d) The total length of the road connection between the Core EBA and the noncontiguous territory, including the exempt distance and non-exempt hop or jump distances, is also no greater than five miles.

The intervening low housing unit density block or blocks and the block or blocks of water or wetlands are not included in the Core EBA.

4. Low-Density Fill

The Census Bureau will add contiguous territory to the Core EBAs where blocks have a density of at least 200 HPSM. After the low-density fill is added, any EBA with fewer than 50 total housing units will be removed from the Core EBA with which it is associated.

5. Additional Nonresidential Urban Territory (Including Airports)

The Census Bureau will identify additional nonresidential urban territory that is noncontiguous, yet near the Core EBA. The Census Bureau will consider for inclusion all census blocks that:

(a) Qualify as urban via the impervious surface criteria set forth in Steps B.1.b or B.1.c; and

(b) Have a total area of at least 0.15 square miles;⁵ and

(c) Are within 0.5 miles of a Core EBA.

The Census Bureau will also include all census blocks that:

(d) Contain a three-year average of at least 1,000 commuter destinations;⁶ and

(e) Are within 0.5 miles of a Core EBA.

A final review of these census blocks and surrounding territory⁷ will determine whether to include them in an EBA.

The Census Bureau will then add census blocks that approximate the territory of airports, provided at least one of the blocks that represent the airport is within 0.5 miles of the edge of a Core EBA. An airport qualifies for inclusion if it is currently functional and one of the following (per the Federal Aviation Administration (FAA) Air Carrier Activity Information System.⁸):

(a) Is a qualified cargo airport; or

(b) Has an annual passenger enplanement of at least 2,500 in any year between 2011 and 2019.

6. Inclusion of Enclaves

The Census Bureau will add enclaves (nonqualifying area completely surrounded by area already qualified for inclusion) within an EBA or Core EBA, provided:

(a) The area of the enclave is less than five square miles, or

(b) All area of the enclave is more than a straight-line distance of 1.5 miles from a land block that is not part of the already qualified area.

Additional enclaves will be identified and included within the EBA or Core EBA if:

(c) The area of the enclave is less than 5 square miles; and

(d) The enclave is surrounded by both water and land that qualified for inclusion in the EBA or Core EBA; and

(e) The length of the line of adjacency with the water is less than the length of the line of adjacency with the land.

7. Inclusion of Indentations

The Census Bureau will evaluate and include territory that forms an indentation within an urban area.

To determine whether an indentation should be included in the urban area, the Census Bureau will identify a closure line, defined as a straight line no more than one mile in length, that extends from one point along the edge of the urban area across the mouth of the indentation to another point along the edge of the urban area.

A census block located wholly or partially within an indentation will be

considered for inclusion in the urban area, if the Census Bureau-defined internal point of the block is inside the closure line. The total aggregated area of these qualifying indentation blocks is compared to the area of a circle, the diameter of which is the length of the closure qualification line. The qualifying indentation block will be included in the urban area if it is at least four times the area of the circle and less than 3.5 square miles.

If the aggregated area of the qualifying indentation blocks does not meet the criteria listed above, the Census Bureau will define successive closure lines within the indentation, starting at its mouth and working inward toward the base of the indentation, until the criteria for inclusion are met or it is determined that no portion of the indentation will qualify for inclusion.

8. Merging of Eligible Block Aggregations

After all criteria have been exhausted and the Core EBAs have been extended to their maximum size, Core EBAs will be merged where the following criteria are met:

(a) The boundaries of two Core EBAs are within 0.25 miles of each other; and

(b) Both Core EBAs have at least 1,000 housing units or 2,500 persons; and

(c) The three-year mean worker-flow⁹ between the two Core EBAs is at least 50 percent in at least one direction.

9. Identification of Urban Area Agglomerations (UAA)

After all qualifying EBA merges are completed, Core EBAs will be evaluated for high-density nuclei. A high-density nucleus is defined as a collection of blocks, with at least 500 housing units, where each census block has:

(a) A density of at least 1,275 HPSM; or

(b) At least one-third of the census block consists of territory with an impervious level of at least 20 percent,⁴ and the census block is compact in nature as defined by a shape index. A census block is considered compact when the shape index is at least 0.185 using the following formula: $I = 4\pi A/P^2$ where I is the shape index, A is the area of the entity, and P is the perimeter of the entity; or

(c) At least one-third of the census block consists of territory an impervious level of at least 20 percent and at least 40 percent of its boundary is contiguous with qualifying territory.

⁵ The Census Bureau found in testing that individual (or groups of) census blocks with a high degree of imperviousness with an area less than 0.15 square miles tend to be more associated with road infrastructure features such as cloverleaf overpasses and multilane highways.

⁶ The three most recent years of available LODES data for each state are averaged for each census block.

⁷ Additional census blocks within eighty feet of the initial groups also qualifying as impervious, but failing the shape index, are also identified for review.

⁸ The annual passenger boarding data only includes primary, non-primary commercial service, and general aviation enplanements as defined and reported by the FAA Air Carrier Activity Information System.

⁹ Using the three most recent years of LODES data, mean worker-flow is the percent of all flows in an area of analysis that have their origin or destination in a different area of analysis.

Core EBAs will be considered Urban Area Agglomerations if they contain:

(a) At least one high-density nucleus with at least 500 housing units in blocks with a density of at least 1,275 HPSM; and

(b) At least 2,000 housing units or 5,000 persons.

All other remaining EBAs are removed from qualification.

10. Splitting Large Agglomerations

Population growth and development, coupled with the automated urban area delineation methodology used for the 2020 Census, results in large Urban Area Agglomerations (UAAs) that encompass territory defined as separate urban areas for the 2010 Census. If such results occur, or if multiple Core EBAs were connected in Step B.6 (Low-Density Fill), the Census Bureau will apply split criteria. Due to differences in the availability of data, Steps B.10.a and B.10.b will apply only to the United States. Step B.10.c will apply to Puerto Rico and the Island Areas (American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the U.S. Virgin Islands).

(a) Eligible UAAs.

UAAs will be evaluated for splitting where the UAA:

1. Encompasses territory defined as separate urban areas for the 2010 Census and those intersecting areas contain:

a. At least 50 percent of the population of each of two or more urban areas for the 2010 Census.

2. Encompasses territory where two or more Core EBAs were connected in Step B.6 (Low-Density Fill):

a. Each of the Core EBAs, prior to Step B.6, meets the high-density nucleus qualification criteria outlined in Step 9; and

b. Each of the Core EBAs, prior to Step B.6, has a mean internal worker-flow of at least 25 percent.

UAAs that meet the criteria above (Steps B.10.a.1 or B.10.a.2) will progress to the Split Boundary Assignment (Step B.10.b). The remaining UAAs will continue as a single urban area.

(b) Split Boundary Assignment.

Community detection is performed on the three most-recently available years of Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) worker-flow data, using unsupervised clustering, specifically the Leiden Algorithm,¹⁰ to identify commuter-

based partitions. The Leiden Algorithm is first applied separately on each eligible UAA, then subsequent iterations are run on the resulting partitions to provide greater levels of spatial resolution to allow for relatively smaller areas to be added during UAA split boundary assignment. The resulting partitions of the third iteration are used to carry out the following steps, unless the Census Bureau determines doing so would not provide the best split boundary.

Commuter-based partitions associated with only one intersecting area or one Core EBA meeting the criteria in Step B.10.a.1 or Step B.10.a.2, are grouped together to form component UAAs. Additionally, partitions are grouped or assigned to existing component UAAs if:

1. The partition comprises at least 90 percent of the population of an intersecting area or Core EBA; or

2. At least 90 percent of the population of a partition is located within an intersecting area or Core EBA.

The remaining partitions are:

• Completely outside of 2010 urban territory; or

• Completely within 2020 low-density fill; or

• Within multiple intersecting areas or Core EBAs.

These partitions will be assigned to the component UAA with which they have the greatest worker-flow relationship.

Component UAAs are evaluated to ensure they have at least 25 percent mean internal worker-flow. Those that do not meet this threshold will merge with the component UAA with which they have the greatest worker-flow relationship. This process continues until all component UAAs have at least 25 percent mean internal worker-flow and at least 5,000 persons.

The boundary between two urban areas may be modified to avoid splitting an incorporated place, CDP, or minor civil division (MCD) between two urban areas at the time of delineation or to follow a legal geographic boundary near the commuter-based partition boundary used to split the two urban areas.

(c) Splitting Criteria for Puerto Rico and the Island Areas.

As the LODES data are not available for Puerto Rico and the Island Areas, the Census Bureau will maintain the 2010 split boundaries between qualified urban areas. These boundaries will be adjusted to the appropriate 2020 block boundaries.

Leiden: Guaranteeing well-connected communities. 2019. Scientific Reports. 9:5233.

11. Assigning Urban Area Titles

A clear, unambiguous title based on commonly recognized place names helps provide context for data users and ensures that the general location and setting of the urban area can be clearly identified and understood. The title of an urban area identifies the place that is the most populated within the high-density nucleus of the urban area. All population and housing unit requirements for places (incorporated places or CDPs) and MCDs apply to the portion of the entity's population that is within the specific urban area being named.

The Census Bureau will use the following criteria to determine the title of an urban area:

Primary Name:

1. The most populous place within the high-density nuclei of an urban area that has a population of 2,500 or more will be listed first in the urban area title.

Secondary Names:

Up to two additional places, in descending order of housing unit count, may be included in the title of an urban area provided that:

2. The place has 90,000 or more housing units; or

3. The place has at least 1,000 housing units and that housing unit count is at least two-thirds of that of the urban portion of the place providing the primary name.

If the high-density nuclei of an urban area do not contain a place of at least 2,500 people, the Census Bureau will consider the name of the incorporated place, CDP, or MCD with the largest total population in the urban area, or a local name recognized for the area by the United States Geological Survey's (USGS) Geographic Names Information System (GNIS), with preference given to names also recognized by the United States Postal Service (USPS). The urban area title will include the USPS abbreviation of the name of each state or statistically equivalent entity in which the urban area is located or extends. The order of the state abbreviations is the same as the order of the related place names in the urban area title.¹¹

If a single place or MCD qualifies as the title of more than one urban area, the urban area with the largest population will use the name of the place or MCD. The smaller urban area will have a title consisting of the place or MCD name and the direction (such as

¹⁰ Thomas, I., A. Adam, and A. Verhetsel. Migration and commuting interactions fields: A new geography with community detection algorithm? 2017. *Belgeo*. [Online], 4. <http://journals.openedition.org/belgeo/20507>. Traag V.A., L. Waltman and N.J. van Eck. From Louvain to

¹¹ In situations where an urban area is only associated with one place name but is located in more than one state, the order of the state abbreviations will begin with the state within which the place is located and continue in descending order of population of each state's share of the population of the urban area.

“North” or “Southeast”) of the smaller urban area as it relates geographically to the larger urban area with the same place or MCD name.

If any title of an urban area duplicates the title of another urban area within the same state, or uses the name of an incorporated place, CDP, or MCD that is duplicated within a state, the name of the county that has most of the population of the largest place or MCD is appended, in parentheses, after the duplicate place or MCD name for each urban area. If there is no incorporated place, CDP, or MCD name in the urban area title, the name of the county having the largest total population residing in the urban area will be appended to the title.

C. Definitions of Key Terms

Census Block: A geographic area bounded by visible and/or invisible features shown on a map prepared by the Census Bureau. A census block is the smallest geographic entity for which the Census Bureau tabulates decennial census data.

Census Designated Place (CDP): A statistical geographic entity encompassing a concentration of population, housing, and commercial structures that is clearly identifiable by a single name but is not within an incorporated place. CDPs are the statistical counterparts of incorporated places for distinct unincorporated communities.

Census Tract: A small, relatively permanent statistical geographic subdivision of a county or county equivalent defined for the tabulation and publication of Census Bureau data. The primary goal of the census tract program is to provide a set of nationally consistent small, statistical geographic units, with stable boundaries that facilitate analysis of data across time.

Contiguous: A geographic term referring to two or more areas that share either a common boundary or at least one common point.

Core Based Statistical Area (CBSA): A statistical geographic entity defined by the U.S. Office of Management and Budget, consisting of the county or counties or equivalent entities associated with at least one core of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties with the counties containing the core. Metropolitan and micropolitan statistical areas are the two types of core based statistical areas.

Core Eligible Block Aggregation (Core EBA): A type of Eligible Block

Aggregation that contains one or more Initial Urban Cores.

Eligible Block Aggregation (EBA): Aggregations of census blocks that are eligible to qualify as urban according to housing unit count, density, group quarters, or degree of impervious surface.

Enclave: A territory not qualifying as urban that is either completely surrounded by qualifying urban territory or surrounded by qualifying urban territory and water.

Exempted Territory: A territory that is exempt from the urban area criteria because its extent is entirely of water or wetlands or an unpopulated road corridor that crosses water or wetlands.

Group Quarters (GQs): A place where people live or stay, in a group living arrangement that is owned or managed by an entity or organization providing housing and/or services for the residents. These services may include custodial or medical care, as well as other types of assistance, and residency is commonly restricted to those receiving these services. This is not a typical household-type living arrangement. People living in GQs are usually not related to each other. GQs include such facilities as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, and workers' dormitories.

High-Density Nucleus: An aggregation of blocks with a high housing unit density or impervious level.

Hop: A connection between Eligible Block Aggregations along a road connection of 0.5 miles or less in length.

Impervious Surface: Man-made surfaces, such as rooftops, roads, and parking lots.

Incorporated Place: A type of governmental unit, incorporated under state law as a city, town (except in New England, New York, and Wisconsin), borough (except in Alaska and New York), or village, generally to provide specific governmental services for a concentration of people within legally prescribed boundaries.

Indentation: A recess in the boundary of an urban area produced by settlement patterns and/or water features resulting in a highly irregular urban area shape. The territory is likely to be affected by and integrated with qualifying urban territory.

Initial Urban Core: An Eligible Block Aggregation that contains at least 500 housing units defined at the first stage of delineation.

Jump: A connection from one Core Eligible Block Aggregation to other Eligible Block Aggregations along a road connection that is greater than 0.5 miles,

but less than or equal to 1.5 miles in length.

Low-Density Fill: Territory with low housing unit density added to already qualifying area near the end of the delineation process to smooth out the resulting urban areas and mitigate the effects of increased block size in the peripheries of the urban landscape.

MAF/TIGER (MTDB): Database developed by the Census Bureau to support its geocoding, mapping, and other product needs for the decennial census and other Census Bureau programs. The Master Address File (MAF) is an accurate and current inventory of all known living quarters including address and geographic location information. The Topologically Integrated Geographic Encoding and Referencing (TIGER) database defines the location and relationship of boundaries, streets, rivers, railroads, and other features to each other and to the numerous geographic areas for which the Census Bureau tabulates data from its censuses and surveys.

Metropolitan Statistical Area: A core based statistical area associated with at least one urban area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.

Micropolitan Statistical Area: A core based statistical area associated with at least one urban area that has a population of at least 10,000, but less than 50,000. The micropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.

Minor Civil Division (MCD): The primary governmental or administrative division of a county or equivalent entity in 29 states and the Island Areas having legal boundaries, names, and descriptions. MCDs represent many different types of legal entities with a wide variety of characteristics, powers, and functions depending on the state and type of MCD. In some states, some or all of the incorporated places also constitute MCDs.

Noncontiguous: A geographic term referring to two or more areas that do not share a common boundary or a common point along their boundaries, such that the areas are separated by intervening territory.

Nonresidential Urban Territory: Census blocks added to Eligible Block Aggregations where the levels of imperviousness, number of jobs, or the presence of an airport indicate they are urban in nature.

Rural: Territory not defined as urban.

Urban: Generally, densely developed territory, encompassing residential, commercial, and other non-residential urban land uses within which social and economic interactions occur.

Urban Area: A statistical geographic entity consisting of a densely settled core created from census blocks and contiguous qualifying territory that together have at least 2,000 housing units or 5,000 persons.

Urban Area Agglomeration (UAA): The resulting urban territory at the completion of the delineation process but prior to the application of split/merge criteria. UAAs may be split or merged if they contain multiple 2010 Urban Areas or multiple EBAs that connected in the process.

Urban Cluster (UC): A retired statistical geographic entity type consisting of a densely settled core created from census tracts or blocks and contiguous qualifying territory that together have at least 2,500 persons but fewer than 50,000 persons. Urban clusters were not identified for the 2020 census.

Urbanized Area (UA): A retired statistical geographic entity type consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have a minimum population of 50,000 people. Urbanized areas were not identified for the 2020 census.

Robert L. Santos, Director, Census Bureau, approved the publication of this Notice in the *Federal Register*.

Dated: March 18, 2022.

Sheleen Dumas,
Department PRA Clearance Officer, Office of
the Chief Information Officer, Commerce
Department.

[FR Doc. 2022-06180 Filed 3-23-22; 8:45 am]

BILLING CODE 3510-07-P

DEPARTMENT OF COMMERCE

International Trade Administration

North American Free Trade Agreement (NAFTA), Article 1904; Binational Panel Review: Notice of Completion of Panel Review

AGENCY: United States Section, NAFTA Secretariat, International Trade Administration, Department of Commerce.

ACTION: Notice of completion of panel review.

SUMMARY: In accordance with Rules 78 and 80 of the *NAFTA Rules of Procedure for Article 1904 Binational Panel Reviews*, the Large Residential Washers from Mexico (Secretariat File Number: USA-MEX-2019-1904-04) Panel Review was completed and the panelists were discharged from their duties effective March 21, 2022.

FOR FURTHER INFORMATION CONTACT: Vidya Desai, Acting United States Secretary, NAFTA Secretariat, Room 2061, 1401 Constitution Avenue NW, Washington, DC 20230, 202-482-5438.

SUPPLEMENTARY INFORMATION: Chapter 19 of Article 1904 of NAFTA provides a dispute settlement mechanism involving trade remedy determinations issued by the Government of the United States, the Government of Canada, and the Government of Mexico. Following a Request for Panel Review, a Binational Panel is composed to review the trade remedy determination being challenged and issue a binding Panel Decision. For the complete *NAFTA Rules of Procedure for Article 1904 Binational Panel Reviews*, please see <https://can-mex-usa-sec.org/secretariat/agreement-acuerdo-acuerdo/nafta-alena-tlcan/rules-regles-reglas/index.aspx?lang=eng>.

Dated: March 21, 2022.

Vidya Desai,

Acting U.S. Secretary, NAFTA Secretariat.

[FR Doc. 2022-06283 Filed 3-23-22; 8:45 am]

BILLING CODE 3510-GT-P

DEPARTMENT OF COMMERCE

International Trade Administration

[C-560-824]

Certain Coated Paper Suitable for High-Quality Print Graphics Using Sheet-Fed Presses From Indonesia: Final Results of Expedited Second Sunset Review of the Countervailing Duty Order

AGENCY: Enforcement and Compliance, International Trade Administration, Department of Commerce.

SUMMARY: As a result of this sunset review, the Department of Commerce (Commerce) finds that revocation of the countervailing duty (CVD) order on certain coated paper suitable for high-quality print graphics using sheet-fed presses (certain coated paper) from Indonesia would be likely to lead to continuation or recurrence of countervailable subsidies at the levels indicated in the "Final Results of Review" section of this notice.

DATES: Applicable March 24, 2022.

FOR FURTHER INFORMATION CONTACT: Daniel Alexander, AD/CVD Operations, Office VII, Enforcement and Compliance, International Trade Administration, U.S. Department of Commerce, 1401 Constitution Avenue NW, Washington, DC 20230; telephone: (202) 482-4313.

SUPPLEMENTARY INFORMATION:

Background

On November 17, 2010, Commerce published its CVD order on certain coated paper from Indonesia in the *Federal Register*.¹ On December 1, 2021, Commerce published the notice of initiation of the second sunset review of the Order, pursuant to section 751(c) of the Tariff Act of 1930, as amended (the Act).² Commerce received a notice of intent to participate from the domestic interested parties within the deadline specified in 19 CFR 351.218(d)(1)(i).³ Verso Corporation and Sappi North America, Inc. claimed interested party status under section 771(9)(C) of the Act, as manufacturers of the domestic like product in the United States. The United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO, CLC (USW) claimed interested party status under section 771(9)(D) of the Act, as a certified or recognized union that represents workers engaged in manufacturing the domestic like product and thus is a domestic interested party.

Commerce received a substantive response from the domestic interested parties⁴ within the 30-day deadline specified in 19 CFR 351.218(d)(3)(i). We received no substantive response from any other domestic or interested parties in this proceeding, nor was a hearing requested.

On January 20, 2021, Commerce notified the U.S. International Trade Commission (ITC) that it did not receive an adequate substantive response from

¹ See *Certain Coated Paper Suitable for High-Quality Print Graphics Using Sheet-Fed Presses from Indonesia: Countervailing Duty Order*, 75 FR 70206 (November 17, 2010) (Order).

² See *Initiation of Five-Year (Sunset) Reviews*, 86 FR 68220 (December 1, 2021).

³ See Domestic Interested Parties' Letter, "Five-Year ('Sunset') Review Of Countervailing Duty Order On Coated Paper Suitable for High-Quality Print Graphics Using Sheet-Fed Presses from Indonesia: Notice of Intent to Participate in Sunset Review," dated December 15, 2021.

⁴ See Domestic Interested Parties' Letter, "Second Five-Year (Sunset) Review of Countervailing Duty Order on Certain Coated Paper Suitable for High-Quality Print Graphics Using Sheet-Fed Presses from Indonesia: Substantive Response to Notice of Initiation," dated January 3, 2022.



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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Unified Planning Work Program Federal Approval

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to have a Unified Planning Work Program which describes the activities undertaken to address the requirements for the transportation planning process in order to receive federal planning funds. At its April 25, 2022, the Metropolitan Transportation Planning Organization approved its Unified Planning Work Program Fiscal Years 2022-23 and 2023-24. The document was then transmitted to the Florida Department of Transportation and Federal Highway Administration.

The Federal Highway Administration has informed the Florida Department of Transportation of its approval of the Metropolitan Transportation Planning Organization Unified Planning Work Program Fiscal Years 2022-23 and 2023-24 (Exhibit 1).

Attachment

EXHIBIT 1



Federal Highway Administration

Florida Division Office
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312
(850) 553-2201
www.fhwa.dot.gov/fldiv

Federal Transit Administration

Region 4 Office
230 Peachtree St, NW, Suite 1400
Atlanta, Georgia 30303
(404) 865-5600

June 15, 2022

Sent Via Email Only

Ms. Karen Taulbee
Planning Manager
Florida Department of Transportation
2198 Edison Avenue
Jacksonville, FL 32204

Dear Ms. Taulbee:

The following is in response to Florida Department of Transportation's (FDOT's) May 25, 2022 transmittal of the Final Fiscal Year (FY) 2022/23 - 2023/24 Unified Planning Work Program (UPWP) for our review that was developed and adopted by the Gainesville Metropolitan Transportation Planning Organization (MTPO) in coordination with the FDOT, the local transit service provider, and other area planning process participants.

Upon our review of the Final UPWP, we have determined that our critical comments on the draft UPWP have been addressed and the document satisfies the requirements of 23 United States Code (U.S.C.) 134, 49 U.S.C. 5303, 23 Code of Federal Regulations (CFR) Part 420, 49 CFR Part 18 and other pertinent legislation, regulations, and policies.

As delegated in the June 14, 2022 Memorandum of Agreement between the FHWA, Florida Division and the Federal Transit Administration (FTA), Region IV for Administration of Transportation Planning and Programming, the FHWA approves the MPO's FY 2022/23 - 2023/24 UPWP submitted by your office.

The FDOT has implemented the Consolidated Planning Program (CPG) comprised of FHWA Planning (PL) funds and 5305d FTA funds with this new UPWP. The FHWA PL funds being requested in the UPWP includes the FTA 5305d funds transferred to FHWA. The two-year UPWP reflects Planning (PL), funds as follows:

	FY 22/23	FY 23/24
• PL	\$1,244,444	\$793,553

The funds for FY 2022/23 may not be expended until an authorization is approved (funds are obligated) and becomes effective July 1, 2022. Expenditure invoicing and progress reports shall be submitted quarterly, with copies furnished to the FHWA. Expenditures incurred without prior authorization will not be reimbursed.

The funds for FY 2023/24 will not be available for use until July 1, 2023, and the programmed funds may need to be adjusted prior to this date to accurately reflect the federal funds available to the MPO at that time.

Close-out of the UPWP's federal funds shall occur 90 days after the end of FY 2021/22 state fiscal year (by September 30, 2022). **Any exception to this timeframe must have prior approval by the FHWA.**

We appreciate your staff's efforts in the development and review of this MTPO's UPWP. If you have any questions, please feel free to contact Teresa Parker by email at Teresa.Parker@dot.gov or by telephone at (407-867-6415).

Sincerely,

TERESA PARKER Digitally signed by TERESA PARKER
Date: 2022.06.15 09:22:20 -04'00'

FOR: Jamie Christian, P.E.
Division Administrator
Federal Highway Administration

cc: Mr. Scott Koons, Executive Director
Ms. Mari Schwabacher, FDOT D2
Ms. Teresa Parker, FHWA
Ms. Karen Brunelle, FHWA
Ms. Cathy Kendall, FHWA
Ms. Brittany Lavender, FTA Region 4
Ms. Erika Thompson, FDOT
Mr. Romero Dill, FDOT
Mr. Mark Reichert, MPOAC



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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Completion of the Metropolitan Transportation Planning Certification Process

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

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

A joint review meeting with the Florida Department of Transportation was held on March 17, 2022. As a result of this meeting and documentation submitted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation has recertified the metropolitan transportation planning process and has not identified any recommendations or corrective actions. Exhibit 1 is a signed copy of the Joint Certification Statement. Exhibit 2 is a signed copy of the certification approval/transmittal letter from the Florida Department of Transportation.

Attachments

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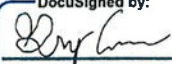

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT525-010-05c
POLICY PLANNING
02/18

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.

DocuSigned by:

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

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

6/8/2022 | 4:53 PM EDT

Date

04/25/22

Date

EXHIBIT 2



Florida Department of Transportation

**RON DESANTIS
GOVERNOR**

605 Suwannee Street
Tallahassee, FL 32399-0450

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

June 1st, 2022

Erika Thompson, Statewide Metropolitan Planning Coordinator
Florida Department of Transportation
605 Suwannee Street, MS 28
Tallahassee, Florida 32399-0450

RE: 2022 Joint Certification Process
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

In accordance with Chapter 7 of the MPO Program Management Handbook and cited Federal regulations, the Gainesville Transportation Planning Organization (TPO) and the Florida Department of Transportation (FDOT) must jointly certify the metropolitan transportation planning process. The FDOT and Gainesville TPO initiated the process in January 2022 and concluded with approval of the Joint Certification Statement on June 1st, 2022. The FDOT review did not identify any corrective actions.

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

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

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

Mari Schwabacher

Mari Schwabacher
Gainesville TPO Liaison
FDOT District Two

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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: State Road 24 (Archer Road) Traffic Signal Update Bicycle and Pedestrian Safety Concerns
Project ID 4343964; 4498441 - Florida Department of Transportation Response

RECOMMENDATION:**For Information Only**BACKGROUND:

At its meeting on April 25, 2022, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area amended its Fiscal Year 2021-22 to Fiscal Year 2025-26 Transportation Improvement Program and also authorized its 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 Street 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.

The Florida Department of Transportation has responded (see Exhibit 1), indicating:

- Archer Road (State Road 24) at SW 16th Street Traffic Signal Update final plan review has already occurred (and therefore bicycle and pedestrian safety concerns cannot be addressed at this time); and
- Archer Road (State Road 24) at SW 34th Street (State Road 121) Traffic Signal Update contract for construction lets in November 2023 and it will try to accommodate the bicycle and pedestrian safety concern request.

Attachment

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SK
ME**Florida Department of Transportation**RON DESANTIS
GOVERNOR2198 Edison Avenue, MS 2806
Jacksonville, Florida 32204JARED W. PERDUE, P.E.
SECRETARY

May 31, 2022

Mr. Scott Koons, AICP
Executive Director
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653

RECEIVED

JUN 08 2022

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

**RE: State Road 24 (Archer Road) Traffic Signal Update Bicycle and Pedestrian Safety
Concerns: Project ID 4343964; 4498441**

Dear Scott,

Thank you for your letter dated April 26, 2022, regarding adding bicycle/pedestrian enhancements to Transportation Improvement Program projects on State Road 24 (Archer Road).

Project 434396-4 lets for construction in August 2022. The final review for PH IV plans was Feb. 8, 2022.

Project 449844-1 lets for construction in November 2023. The Department will evaluate the request and try to accommodate according to feasibility, project schedule, and funding availability. The Department will keep you updated on any developments.

For any questions or additional information, please contact Mari Schwabacher at (904) 360-5647 or at Mari.Schwabacher@dot.state.fl.us

Sincerely,

Greg Evans
District Secretary

Cc: James Knight
Derek Dixon
Amy Williams
Renee Brinkley

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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Public Transportation Safety Targets - 2022 -
Florida Department of Transportation Response

RECOMMENDATION:**For Information Only**BACKGROUND:

At its meeting on April 25, 2022, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area set its annual public transportation safety targets consistent with the City of Gainesville Regional Transit System public transportation safety targets. Subsequently, the public transportation safety targets were transmitted to the Florida department of Transportation.

The Florida Department of Transportation has responded (see Exhibit 1), acknowledging receipt of the public transportation safety targets and stating it will monitor achievement of the targets.

Attachment

t:\scott\sk22\mtpo\memo\fdot_response_transit_safety_targets_mtpo_jul11.docx



SK
ME

Florida Department of Transportation

RON DESANTIS
GOVERNOR

2198 Edison Avenue, MS 2806
Jacksonville, Florida 32204

JARED W. PERDUE, P.E.
SECRETARY

May 31, 2022

Mr. Scott Koons, AICP
Executive Director
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653

RECEIVED

JUN 08 2022

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

RE: Public Transportation Safety Targets – 2022

Dear Scott,

Thank you for your letter dated April 26th, 2022, regarding public transportation safety targets. The Florida Department of Transportation will monitor the achievement of targets. Please note that all Federal Planning Documents must include performance measures and targets.

For any questions or additional information, please contact Mari Schwabacher at (904) 360-5647 or at Mari.Schwabacher@dot.state.fl.us.

Sincerely,

Greg Evans
District Secretary

CC: Mari Schwabacher
Erika Thompson
Teresa Parker



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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Florida Department of Transportation Update -
Transportation Performances Measures Consensus Planning Document

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The Florida Department of Transportation Central Office has provided an update for the Transportation Performances Measures Consensus Planning Document. This update of the Transportation Performances Measures Consensus Planning Document has been incorporated into the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program.

Attachment

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Transportation Performance Measures Consensus Planning Document

Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."
- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

Section 339.175(11), Florida Statutes creates the MPOAC to "Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law" and to "Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes." The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

¹ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

² If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either³:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

³ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
 - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
 - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
 - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
 - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
 - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
 - c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
 - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

For more information, contact:

Alison Stettner, Director, Office of Policy Planning, Florida Department of Transportation, 850-414-4800, alison.stettner@dot.state.fl.us

Mark Reichert, Executive Director, MPOAC, 850-414-4062, mark.reichert@dot.state.fl.us



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

July 1, 2022

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

RECOMMENDATION:

For Information Only

BACKGROUND:

The Florida Department of Transportation has provided a report on mobility performance measures within the Gainesville Metropolitan Area. This information, in part, addresses performance measures reporting requirements of the Fixing America's Surface Transportation Act and the Bipartisan Infrastructure Law.

Attachment

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GAINESVILLE MTPO MOBILITY PROFILE

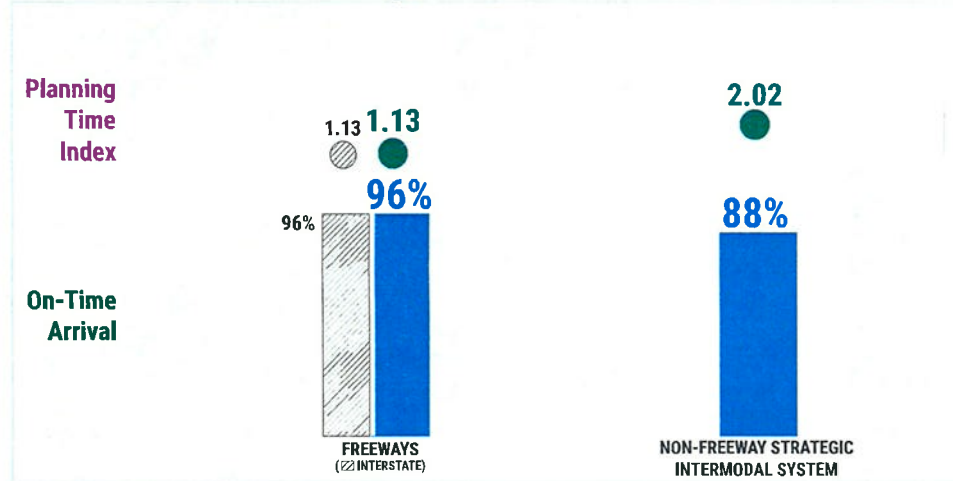
produced by
Florida Department of Transportation
Forecasting and Trends Office

published
2021



Gainesville

MTPO Mobility Profile - 2019



Travel Time Reliability

% Pedestrian Facility Coverage in Urban Areas



% Bicycle Facility Coverage



Average Job Accessibility by Automobile



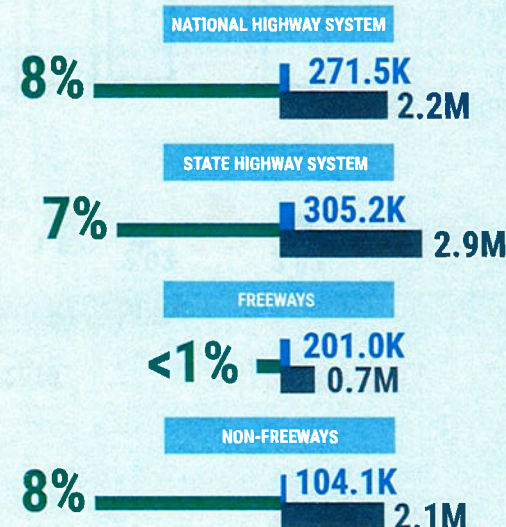
Average Job Accessibility by Transit



Daily Vehicle Hours of Delay



Percent Miles Daily Truck Miles Traveled Heavily Congested Daily Vehicle Miles Traveled



GAINESVILLE MTPO MOBILITY TRENDS 2015-2019



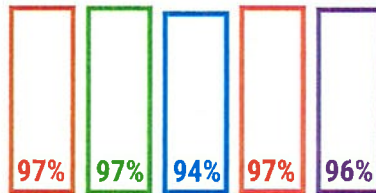
2015 2016 2017 2018 2019

Travel Time Reliability

Planning
Time
Index



On-Time
Arrival



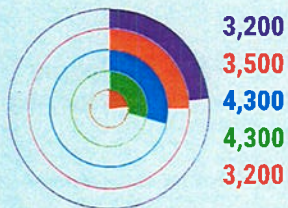
INTERSTATE

NON-FREEWAY STRATEGIC INTERMODAL SYSTEM

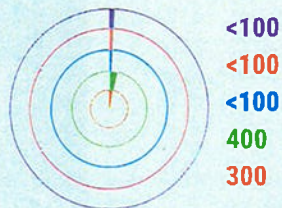
FREEWAYS

Daily Vehicle Hours of Delay

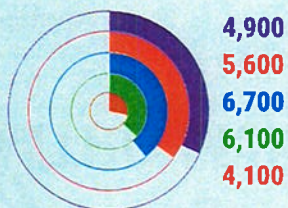
NATIONAL HIGHWAY SYSTEM



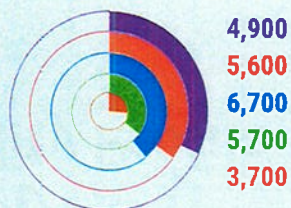
FREEWAYS



STATE HIGHWAY SYSTEM

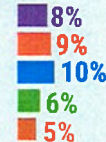


NON-FREEWAYS

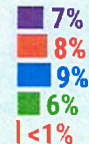


Percent Miles Heavily Congested

NATIONAL
HIGHWAY
SYSTEM



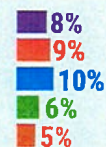
STATE
HIGHWAY
SYSTEM



FREEWAYS

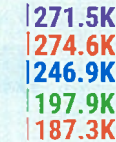


NON-FREEWAYS

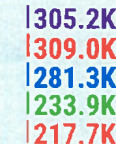


Daily Truck Miles Traveled

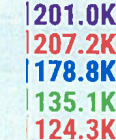
NATIONAL
HIGHWAY
SYSTEM



STATE
HIGHWAY
SYSTEM



FREEWAYS



NON-FREEWAYS



Daily Vehicle Miles Traveled

NATIONAL
HIGHWAY
SYSTEM



STATE
HIGHWAY
SYSTEM



FREEWAYS



NON-FREEWAYS



DEFINITIONS

Travel Time Reliability:

Planning Time Index: The 95th percentile travel time divided by free flow travel time. A planning time index of 1.5 means a 20-minute trip at free flow speed takes 30 minutes - an informed traveler should plan for the extra 10 minutes to arrive on time. For this reporting, the measure is captured in the peak hour, which is from 5 to 6 pm.

Vehicle On-Time Arrival: The percentage of freeway trips traveling at greater than or equal to five mph below the posted speed limit. In the urbanized areas of the seven largest MPOs, on-time arrival is defined as the percentage of freeway trips traveling at least 45 mph. For arterials, travel time reliability is defined as the percentage of trips traveling greater than or equal to 20 mph. For this reporting, the measure is captured in the peak hour, which is from 5 to 6 pm.

Daily Vehicle Hours of Delay: Delay is the product of directional hourly volume and the difference between travel time at "threshold" speeds and travel time at the average speed. The thresholds are based on Level of Service (LOS) B as defined by FDOT. For the definitions of LOS B, please refer to [2020 Source Book Methodology](#) publication for more details.

Percent Miles Heavily Congested: Arterial segments operating at LOS E or worse in urbanized areas and D or worse in non-urbanized areas; highways operating at LOS E or worse; and freeways operating at 45 mph or worse. For more calculations details, please refer to [2020 Source Book Methodology](#) publication.

Daily Truck Miles Traveled: (for all trucks class 4 through 13): The total number of miles traveled daily by trucks using a roadway system. For truck classifications, please refer to [Federal Highway Administration \(FHWA\) classification](#).

Daily Vehicle Miles Traveled: The product of a road's length and its AADT. If a 10-mile-long road has an AADT of 5,000 vehicles, then its daily VMT is 50,000.

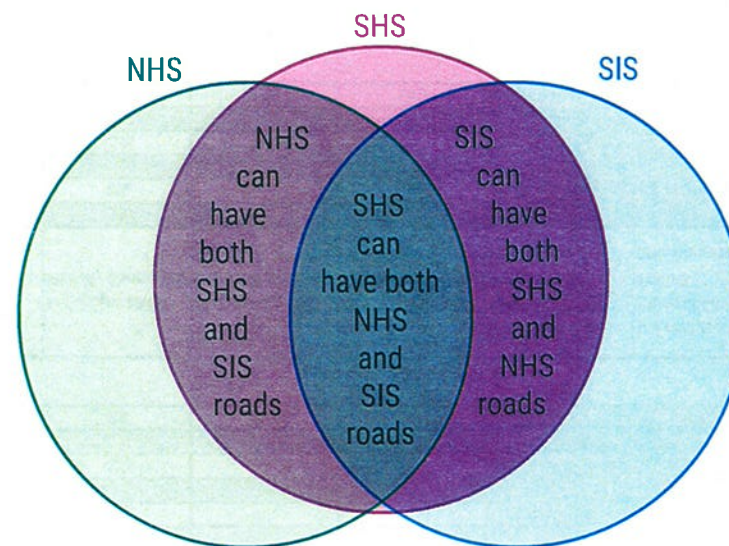
Percentage of Pedestrian Facilities: The percentage of pedestrian facilities and shared path coverage along the SHS within the metropolitan planning organization's (MPO's) urbanized area.

Percentage of Bicycle Facilities: The percentage of bicycle facilities and shared path coverage along the SHS within the MPO's boundary, the MPO's urbanized area, and within the county boundary (or county boundaries if more than one county) that the MPO is comprised of.

Average Job Accessibility by Automobile: The number of jobs accessible within a 30-minute automobile trip for each MPO. The Accessibility Observatory at the University of Minnesota calculated accessibility at the Census block level by measuring the travel time from each block to the neighboring blocks, then summing the total number of jobs that can be accessed within a 30-minute time period. Visit the [FDOT Accessibility](#) page for more details.

Average Job Accessibility by Transit: The number of jobs accessible within a 30-minute transit trip for each MPO. The Accessibility Observatory at the University of Minnesota calculated accessibility at the Census block level by measuring the travel time from each block to the neighboring blocks, then summing the total number of jobs that can be accessed within a 30-minute time period. Visit the [FDOT Accessibility](#) page for more details.

Three roadway systems are reported: National Highway System (NHS), State Highway System (SHS), and Strategic Intermodal System (SIS).



Sources

FDOT Traffic Characteristics Inventory, FDOT Roadway Characteristics Inventory, 2020 Quality/Level of Service Handbook, and HERE vehicle probe speed.

FDOT Supplied MPO Mobility Performance Measure Analyses for 2019 (Gainesville MTPO)

Gainesville (MTPO Boundary)		Annual Measures ¹					Rotating Measures ²			
Networks/Measures	A: Daily Vehicle Miles Traveled (Millions)	B: Daily Truck Miles Traveled (Thousands)	C: On-Time Arrival (Vehicle) ³	D: Planning Time Index ³	E: Daily Vehicle Hours of Delay (Thousands)	F: Percent Miles Heavily Congested	G: % Pedestrian Facility Coverage	H: % Bicycle Facility Coverage	I: Average Job Accessibility by Automobile (Thousands) ³	J: Average Job Accessibility by Transit (Thousands) ³
A: National Highway System	2.2	271.5			3.2	8%			123.0	10.6
B: State Highway System	2.9	305.2			4.9	7%				
C: Strategic Intermodal System ⁴	1.4	231.1	88%	2.02	0.3	<1%				
D: Freeways	0.7	201.0	96%	1.13	0.0	<1%				
E: Interstates	0.7	201.0	96%	1.13	0.0	<1%				
F: Non-freeways (SHS)	2.1	104.1			4.9	8%	75%	60%		

Gainesville (Urbanized Area Boundary)

Networks/Measures	A: Daily Vehicle Miles Traveled (Millions)	B: Daily Truck Miles Traveled (Thousands)	C: On-Time Arrival (Vehicle) ³	D: Planning Time Index ³	E: Daily Vehicle Hours of Delay (Thousands)	F: Percent Miles Heavily Congested	G: % Pedestrian Facility Coverage	H: % Bicycle Facility Coverage	I: Average Job Accessibility by Automobile (Thousands) ³	J: Average Job Accessibility by Transit (Thousands) ³
A: National Highway System	2.1	256.5			3.2	9%				
B: State Highway System	2.7	287.0			4.9	8%				
C: Strategic Intermodal System ⁴	1.4	222.7	90%	2.1	0.3	<1%				
D: Freeways	0.7	193.3	96%	1.13	0.0	<1%				
E: Interstates	0.7	193.3	96%	1.13	0.0	<1%				
F: Non-freeways (SHS)	2.0	93.8			4.9	8%	75%	64%		

Alachua (County Boundary)

Networks/Measures	A: Daily Vehicle Miles Traveled (Millions)	B: Daily Truck Miles Traveled (Thousands)	C: On-Time Arrival (Vehicle) ³	D: Planning Time Index ³	E: Daily Vehicle Hours of Delay (Thousands)	F: Percent Miles Heavily Congested	G: % Pedestrian Facility Coverage	H: % Bicycle Facility Coverage	I: Average Job Accessibility by Automobile (Thousands) ³	J: Average Job Accessibility by Transit (Thousands) ³
A: National Highway System	5.0	836.5			3.5	3%			116.8	8.4
B: State Highway System	6.0	897.5			5.3	4%				
C: Strategic Intermodal System ⁴	3.6	756.9	83%	1.49	0.4	<1%				
D: Freeways	2.2	574.7	97%	1.11	0.0	<1%				
E: Interstates	2.2	574.7	97%	1.11	0.0	<1%				
F: Non-freeways (SHS)	3.7	322.8			5.3	5%	75%	32%		

1. These six Annual Measures are reported each year.
2. These four Rotating Measures change every other year. Odd year measures consist of 1) Percent Sidewalk Coverage, 2) Percent Bicycle Lane Coverage, and 3) Average Job Accessibility within a 30-minute car trip and 4) within a 30-minute transit trip.
3. Measures C and D are captured in the peak hour, which is from 5 to 6 pm.
4. SIS On-Time Arrival and Planning Time Index exclude freeways

Annual MPO Performance Measures by MPO Population Size

**2019
Gainesville
MTPO**
Population
215,600

Florida Department of Transportation Mobility Measures Program provides valuable information on performance measures for all 27 MPOs in Florida. On an annual basis the MPOs receive reports on ten measures, six measures annually and four rotating measures biennially for the entire MPO boundary, urbanized area within the MPO, and for counties within the MPO. The annual measures, in combination with the rotating biennial measures, cover the spectrum of mobility dimensions and multiple modes. These measures can be used however each MPO sees fit such as in the development of an MPO's Long Range Transportation Plan, Congestion Management Process, or State of the System Report. The following tables provide high, median, and low ranges for the State Highway System within the MPO boundary. MPOs are categorized as large, medium and small based on their population. The MPOs were distributed into the seven largest, ten medium, and ten small-sized MPOs. For more information, please contact Monica Zhong at Monica.Zhong@dot.state.fl.us or (850) 414-4808.

**SHS Daily Vehicle Hours of Delay in
Thousands, 2019**

	Vehicle Hours of Delay (Thousands)	Low	Median	High
GAINESVILLE MTPO 4.9	Small-Sized MPO (Population ¹ below 360,400)	0.3	1.0	4.9
	Medium-Sized MPO (Population ¹ 360,400 to 813,700)	0.7	4.6	9.0
	Large MPO ² (Population ¹ over 813,700)	14.5	52.8	199.0

**SHS Percent Miles Heavily
Congested, 2019**

	Percent Miles Heavily Congested	Low	Median	High
GAINESVILLE MTPO 7%	Small-Sized MPO (Population ¹ below 360,400)	<1%	<1%	7%
	Medium-Sized MPO (Population ¹ 360,400 to 813,700)	<1%	1%	3%
	Large MPO ² (Population ¹ over 813,700)	5%	12%	37%

¹2019 MPO Population is derived from FDOT Forecasting and Trends Office which provides population estimates each year based on the population study of the Bureau of Economic and Business Research (BEBR) at the University of Florida.

²Seven Largest MPOs include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas

2019 Gainesville MTP0

Population 215,600

SHS Daily Vehicle Miles Traveled in Millions, 2019	Vehicle Miles Traveled (Millions)	Low	Median	High
GAINESVILLE MTP0 2.9	Small-Sized MPO (Population ¹ below 360,400)	1.6	4.3	6.6
	Medium-Sized MPO (Population ¹ 360,400 to 813,700)	4.2	8.8	12.7
	Large MPO ² (Population ¹ over 813,700)	10.2	28.3	35.9

SHS Daily Truck Miles Traveled in Thousands, 2019	Truck Miles Traveled (Thousands)	Low	Median	High
GAINESVILLE MTP0 305.2	Small-Sized MPO (Population ¹ below 360,400)	149.6	434.2	939.8
	Medium-Sized MPO (Population ¹ 360,400 to 813,700)	390.2	907.9	1,365.8
	Large MPO ² (Population ¹ over 813,700)	380.0	1,820.4	3,118.2

Freeway On-Time Arrival, 2019	On-Time Arrival	Low	Median	High
GAINESVILLE MTP0 96%	Small-Sized MPO (Population ¹ below 360,400)	88%	97%	99%
	Medium-Sized MPO (Population ¹ 360,400 to 813,700)	85%	93%	97%
	Large MPO ² (Population ¹ over 813,700)	68%	82%	88%

Freeway Planning Time Index, 2019	Planning Time Index	Low	Median	High
GAINESVILLE MTP0 1.13	Small-Sized MPO (Population ¹ below 360,400)	1.11	1.14	1.35
	Medium-Sized MPO (Population ¹ 360,400 to 813,700)	1.12	1.19	1.45
	Large MPO ² (Population ¹ over 813,700)	1.64	1.91	2.63

¹2019 MPO Population is derived from FDOT Forecasting and Trends Office which provides population estimates each year based on the population study of the Bureau of Economic and Business Research (BEBR) at the University of Florida.

²Seven Largest MPOs include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas



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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Florida Department of Transportation Update -
Florida Department of Transportation Performance Measures - April 2022

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The Florida Department of Transportation has provided updated transportation system performance measures information concerning metropolitan planning. Attached are the following:

- Exhibit 1 - Metropolitan Planning Organization Requirements;
- Exhibit 2 - Performance Measure 1 [PM1] Safety Performance Management;
- Exhibit 3 - Performance Measure 2 [PM2] Bridge and Pavement Performance Management;
- Exhibit 4 - Performance Measure 3 [PM3] System Performance Management;
- Exhibit 5 - Public Transit Safety Performance Management; and
- Exhibit 6 - Transit Assess Management Performance Management.

Attachments

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MPO Requirements

EXHIBIT 1



Florida Department of Transportation Office of Policy Planning

Transportation Performance Management

April 2022

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule in 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for state DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.

PM1

HIGHWAY
SAFETY

PM2

BRIDGE AND
PAVEMENT

PM3

SYSTEM
PERFORMANCE
AND FREIGHT
MOVEMENT

TRANSIT
ASSET
MANAGEMENT

TRANSIT
SAFETY

Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

- » Describe the federal performance measures and performance targets used in assessing the performance of the transportation system.
- » Include a System Performance Report that:
 - Evaluates the condition and performance of the transportation system with respect to performance targets.
 - Documents the progress achieved by the MPO in meeting the targets in comparison to performance recorded in past reports.
- » Integrate the goals, objectives, performance measures, and targets described in all the plans and processes required as part of a performance-based program.

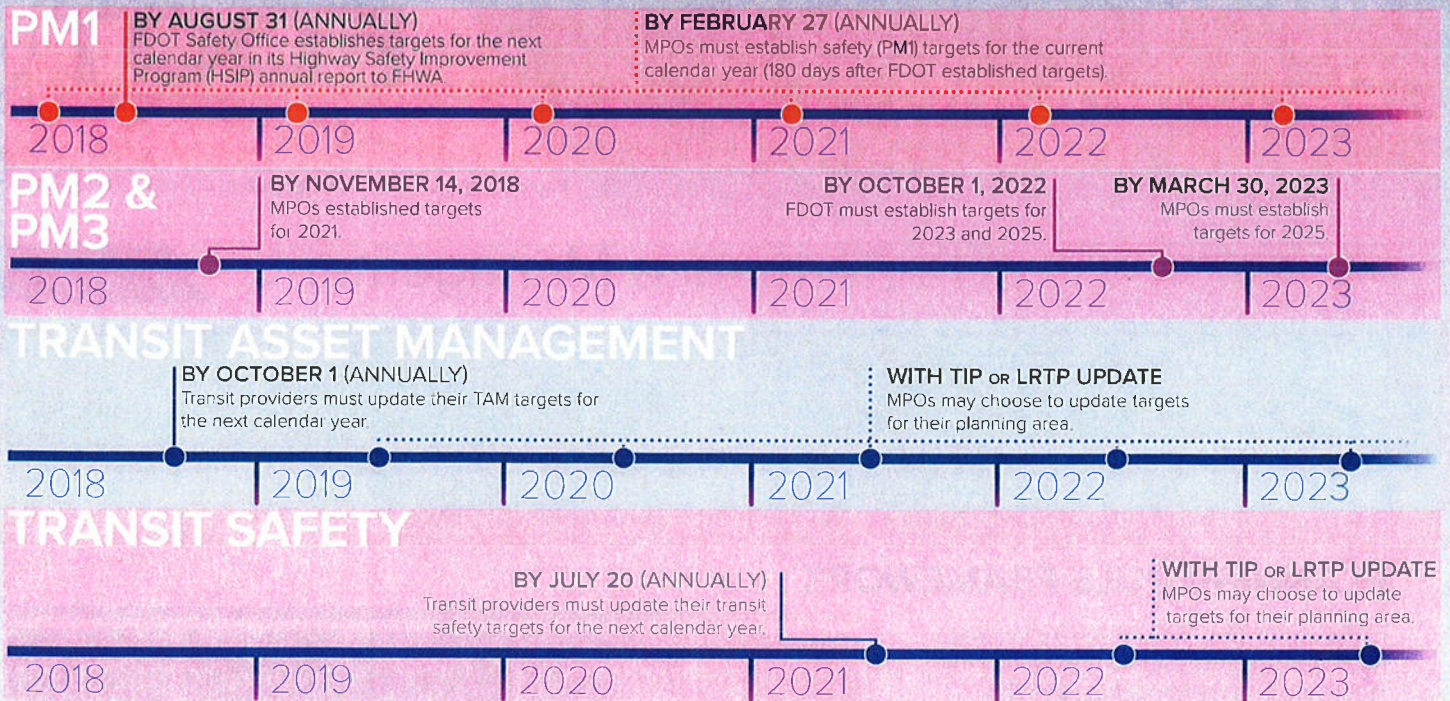
Transportation Improvement Programs

The TIP must:

- » Reflect the investment priorities established in the current long-range transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) have developed model language for inclusion of performance measures and targets in the LRTPs and TIPs

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. For the **PM1**, **PM2**, and **PM3** measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT's statewide target for that performance measure.

OR

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the **transit asset management and safety measures**, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider targets in the updated TIP.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation
erika.thompson@dot.state.fl.us | (850) 414-4807

PM1: Safety

EXHIBIT 2



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

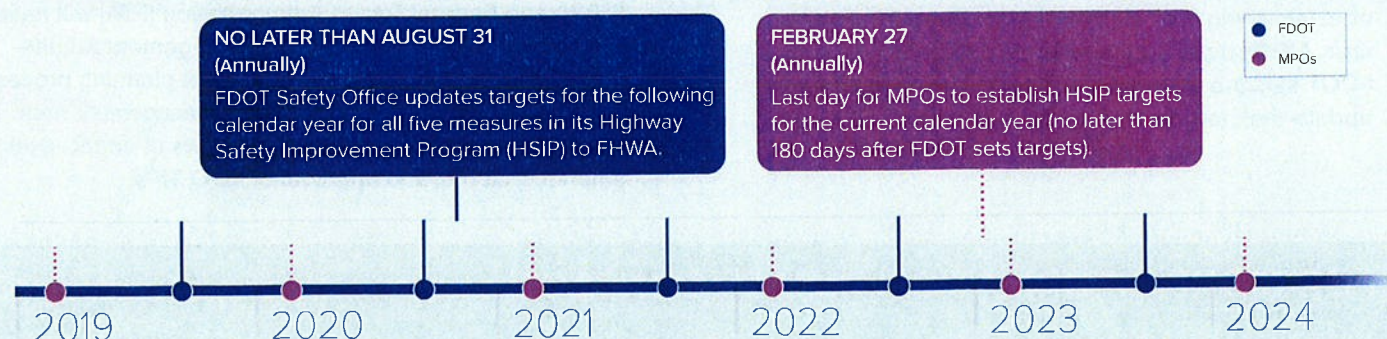
OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

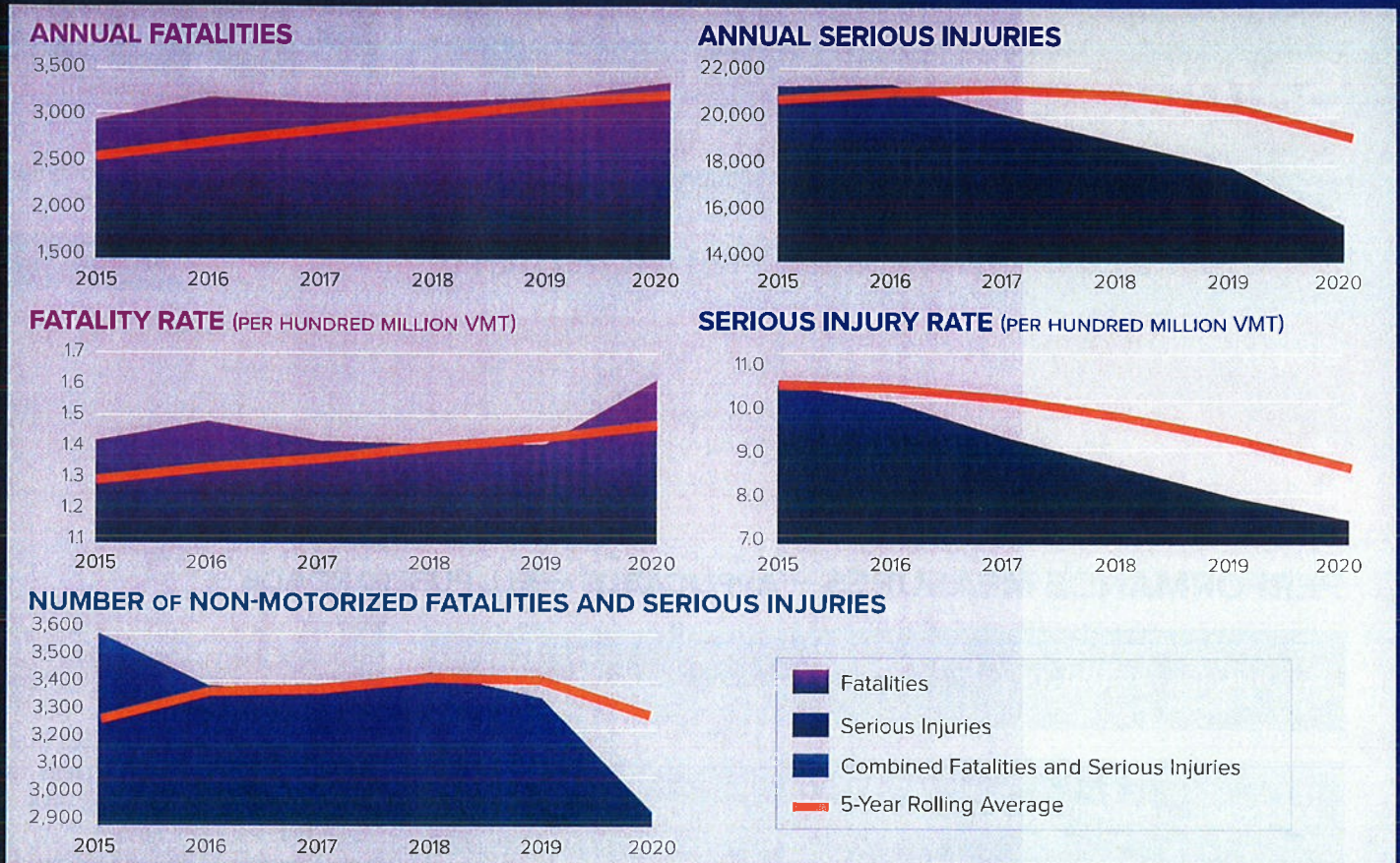
NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS Updates to FDOT's Florida Transportation Plan (FTP) and MPO's Long-Range Transportation Plans (LRTP) must include most recently reported safety performance data and targets. Updates to the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP.
RATE OF FATALITIES	The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.	
NUMBER OF SERIOUS INJURIES	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
RATE OF SERIOUS INJURIES	The total number of serious injuries per 100 million VMT in a calendar year.	
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

TIMELINE



* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS



Source: FLHSMV, 2021.

STATEWIDE TARGETS

- » FDOT annually establishes statewide safety targets for the following calendar year as part of the HSIP Annual Report, which must be submitted by August 31 each year.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is ZERO.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs must annually update their targets by February 27 of each year.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Based on FHWA's review, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation
erika.thompson@dot.state.fl.us | (850) 414-4807

PM2: Bridge and Pavement

EXHIBIT 3



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

- » Percentage of NHS bridges (by deck area) classified as in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) classified as in **POOR** condition.

POOR CONDITION

Suggests major investment is needed.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

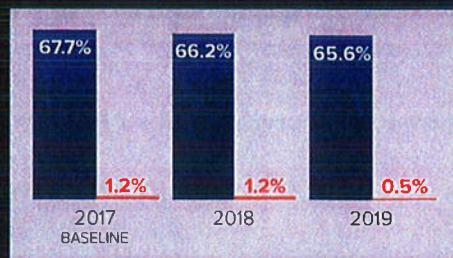
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



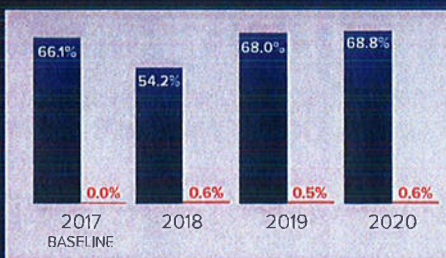
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

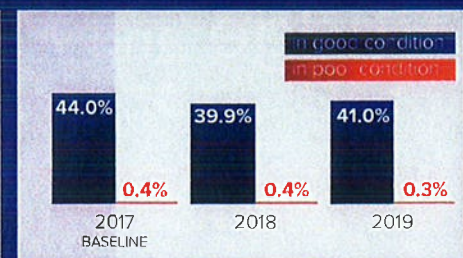
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
Pavement		
% of Interstate pavements in GOOD condition	Not required	≥ 60%
% of Interstate pavements in POOR condition	Not required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in POOR condition	≤ 5%	≤ 5%
Bridge		
% of NHS bridges (by deck area) classified in GOOD condition	≥ 50%	≥ 50%
% of NHS bridges (by deck area) classified in POOR condition	≤ 10%	≤ 10%

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended L RTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- » **Pavement:** No more than 5 percent of the Interstate System in **Poor** condition for most recent year. ✓
- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (**Poor** condition) for three consecutive years. ✓

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PM3: System Performance

EXHIBIT 4



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

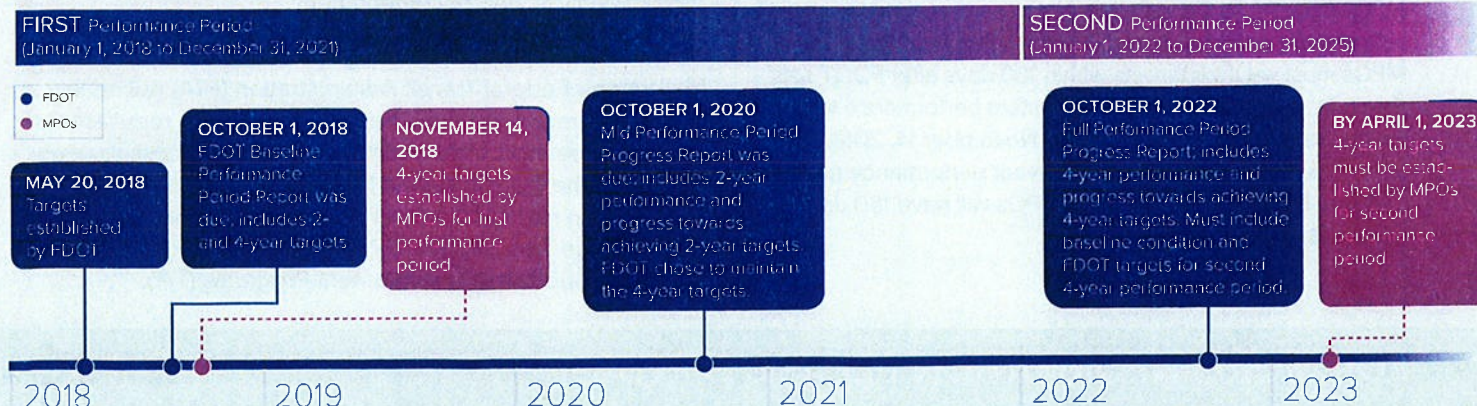
The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non- Interstate NHS that are reliable	Non-Interstate reliability	
Truck travel time reliability (TTTR) index	Truck reliability	Seeks to assess how reliable the Interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida's MPOs.

TIMELINE



* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

Percent of the person-miles traveled on the Interstate that are reliable



NON-INTERSTATE NHS RELIABILITY

Percent of the person-miles traveled on the non-Interstate NHS that are reliable



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTTR index means lower reliability.

Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS)

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

Performance Measure	2-Year Target	4-Year Target
Interstate reliability	≥ 75%	≥ 70%
Non-Interstate NHS reliability	Not required	≥ 50%
Truck reliability	≤ 1.75	≤ 2.00

Note: Two-year targets were not required for non-Interstate reliability for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

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PUBLIC TRANSIT

Safety Performance



MAP-21 Performance Management

April 2022

OVERVIEW

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS	FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds.
SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S)	Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

Total number of reportable fatalities and rate per total vehicle revenue miles by mode.

INJURIES

Total number of reportable injuries and rate per total vehicle revenue miles by mode.

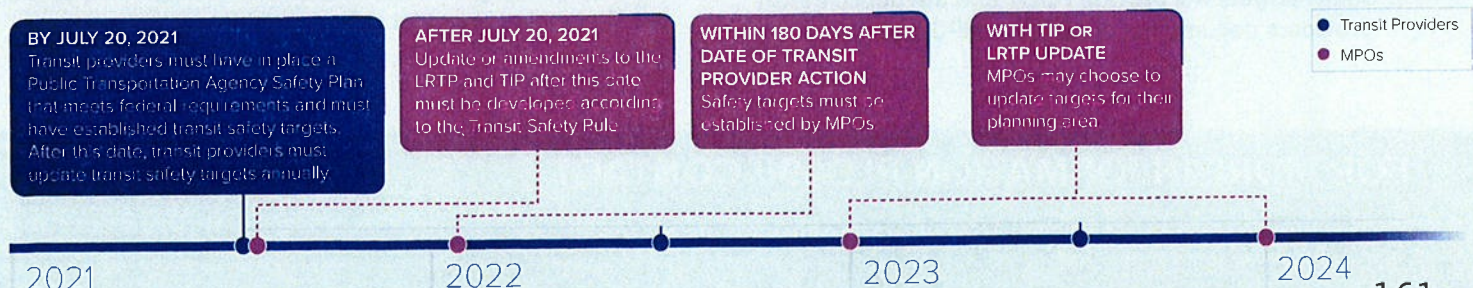
SAFETY EVENTS

Total number of reportable events and rate per total vehicle revenue miles by mode.

SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE



PTASP CERTIFICATION AND REVIEW

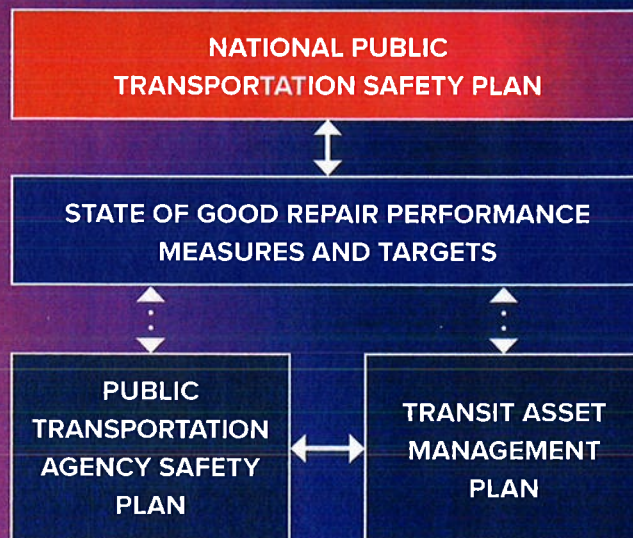
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

FDOT has issued guidance to providers to assist them with revising existing SSPPs to be compliant with the FTA requirements.

While the PTASP rule requires transit providers to establish safety performance targets, the SSPP does not.

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

- » Public transit providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Providers will give written notice to the MPO(s) and FDOT when the provider establishes transit safety targets. This notice will provide the established targets and the date of establishment.
- » MPOs that establish their own transit safety targets will coordinate with the public transit provider(s) and FDOT in the selection of transit safety performance targets. The MPOs will give written notice to the public transit providers and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support a public transit provider's safety targets will provide FDOT and the public transit providers documentation that the MPO agrees to do so.
- » Public transit providers that annually draft and certify a PTASP must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » Public transit providers will update the PTASP and establish transit safety targets annually. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider PTASP targets in the updated TIP.
- » If two or more providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets for the MPO planning area that reflect the differing transit provider targets.

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TRANSIT

Asset Management

EXHIBIT 6



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

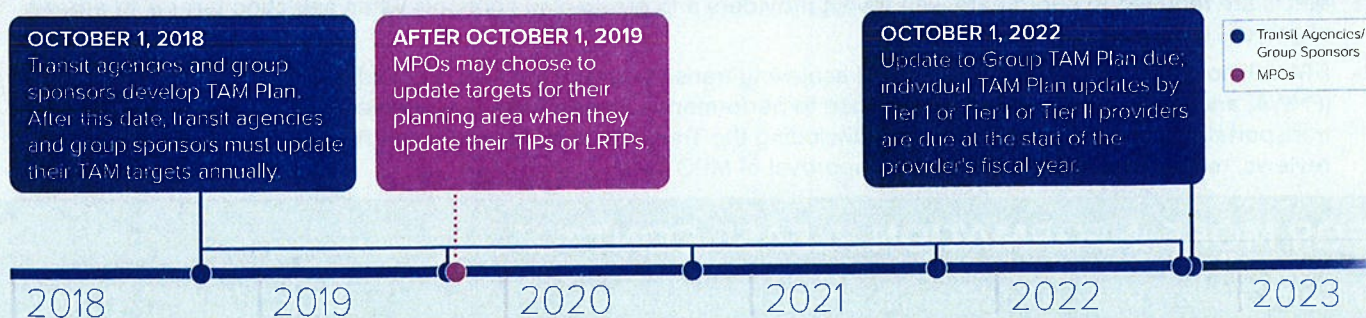
Transit Asset Categories and Related Performance Measures

FTA Asset Categories	Type of Measure	Performance Measures
EQUIPMENT Non-revenue support-service and maintenance vehicles	Age	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Age	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Performance	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Condition	Percentage of facilities within an asset class rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Lifecycle investments have been met or recovered.

TIMELINE



Transit providers set targets annually in October, January, or April, depending on the provider's fiscal year.

TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plan must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider's fiscal year.

Tier I versus Tier II Agencies

The rule makes a distinction between Tier I and Tier II transit providers and establishes different requirements for them.

TIER I

Owns, operates, or manages either:
 > = 101 vehicles in revenue service during peak regular service across **ALL fixed route** modes or **ANY one non-fixed route** mode
OR
 Rail transit

TIER II

Owns, operates, or manages either:
 < = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route** mode
OR
 Subrecipient under the 5311 program
OR
 Native American Tribe

TAM Plan Elements

1. Inventory of Capital Assets
 2. Condition Assessment
 3. Decision Support Tools
 4. Investment Prioritization
 5. TAM and SGR Policy
 6. Implementation Strategy
 7. List of Key Annual Activities
 8. Identification of Resources
 9. Evaluation Plan
- ALL PROVIDERS** (Tiers I and II)
- TIER I ONLY**

A **TIER I** provider must develop its own TAM Plan. The Tier I provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

TIER II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

MPO COORDINATION

- » Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services.
- » MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- » When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider's targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area.
- » MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.
- » FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

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July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Florida Department of Transportation District 2 Safety Brake - April 2022

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The Florida Department of Transportation District 2 has provided its April 2022 edition of Safety Brake. This newsletter provides information concerning efforts to address achieving Target Zero for fatalities and serious injuries.

Attachment

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Safety Brake

District 2: Lake City, FL



Vol. 2, Issue 2 - April 2022

D2 Deploys First-Ever Dual Message Blank-Out Signs in Florida



FIRST-EVER DUAL BLANK-OUT SIGNS

The District Two Safety Office deployed a first-of-its-kind sign in our state at one of the busiest intersections in Gainesville, University Avenue (SR 26) and NW 13th Street (US 441).

After the District Two Safety Office reviewed the pedestrian and bicyclist crashes along University Avenue in Gainesville, the team recommended a variety of countermeasures to improve safety for bicyclists and pedestrians along this busy roadway bordering the University of Florida. One of the countermeasures the Safety Office

developed was an electronic dual blank-out sign to better alert vehicles turning right at the intersection of University and NW 13th Street.

Standard electronic blank-out signs are dark (or "blank") until certain conditions are met, and then they illuminate, typically to show "NO RIGHT TURN" or "NO TURN ON RED." Found on mast arms, these standard blank-out signs help reduce crashes related to right-turning vehicles that fail to yield to oncoming traffic or pedestrians and bicyclists within the crosswalk.

District Two's Safety Office developed a blank-out sign that combines two messages: "NO TURN ON RED" and "TURNING VEHICLES STOP FOR PEDS." Working with Pete Vega and Glenn English from the District's Transportation Systems Management and Operations (TSM&O) group and Emmanuel Posadas with the City of Gainesville, the team built these one-of-a-kind dual blank-out signs and installed them at the intersection. Different messages are displayed depending upon the signal phase.

FDOT's Traffic Engineering Manual (TEM) recommends the use of either "NO TURN ON RED" or "TURNING VEHICLES STOP FOR PEDESTRIANS" signs to improve vehicle compliance. By using this new dual blank-out sign, FDOT can implement both.

District Two is now looking to expand the use of these electronic signs at more locations, so be on the lookout for these innovative signs at intersections near you.

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Community Traffic Safety Program Marks Florida Bike Month

While we are excited to celebrate Florida Bike Month in April, we are also concerned that Florida is still one of the most dangerous states for cyclists. In 2021, 6,146 Floridians were injured in bike-related crashes. Of those, 500 injuries and 13 fatalities occurred in District Two. The District Two Community Traffic Safety Program wants to take this opportunity to remind cyclists, pedestrians, and motorists of the updated Florida bike safety law. This bill went into effect on July 1, 2021, and was passed to improve bike safety on our roadways.

Changes to bike safety implemented in this bill include:

- Motorists **MUST** obey the 3 feet passing law.
- Motorists can make a right turn while passing a bicyclist only if the bicyclist is a minimum of 20 feet from the intersection.
- Cyclists in groups of 10 or fewer can proceed through an intersection after coming to a complete stop. Motorists must let the last rider pass before proceeding.
- Bicycle safety questions are being added to the Florida driver's license exams.
- Drivers who do not obey the law could be subject to a non-criminal moving violation.

The TrafficSafetyTeam.org website has dozens of important bicycle safety tips and resources. There are bookmarks, tip cards, posters, videos, and social media graphics, as well as a Safety for Kids page with bike safety activities.

BIKE-PED SAFETY MONTH

Safety Brake

For more information visit: [FDOT.gov/Safety](https://www.fdot.gov/Safety)

Duval Corridor Reviews Examine Bike/Ped Safety Issues

In the first quarter of 2022, District Two began safety reviews of four corridors in Duval County. Targeted as part of a safety initiative out of Central Office, these corridors were selected based on a proactive, risk-based screening analysis. Over the first few weeks of this year, District Two staff conducted preliminary desktop and subsequent field reviews on segments of Baymeadows Road, San Jose Boulevard, Kings Road, and University Boulevard looking for safety issues that might impact pedestrians and/or bicyclists.

A multi-disciplinary team including members from District Two offices including Maintenance, Safety, Traffic Operations, and Design walked each corridor together to truly get the perspective of pedestrians and bicyclists. During these field reviews, the team noted a variety of conditions that could be addressed to improve bike/ped safety such as inadequate curb ramps, faded or missing crosswalk markings, missing signage, needs for new signage, opportunities to add or improve lighting, and remove vegetation that encroached on travel areas and/or restricted sight distances.

Based on their field reviews, the team is working to finalize reports that recommend countermeasures for the safety concerns. Among these



VEGETATION LIMITING SIGHT DISTANCE

countermeasures are adding blank-out signs, midblock crossings, and Rectangular Rapid Flashing Beacons (RRFBs) and implementing Leading Pedestrian Intervals (LPIs) at signalized intersections. In addition to these more traditional countermeasures, District Two will also be implementing some more innovative concepts including painting bicycle lanes green to increase visibility. One other tactic the team will use is to add "BICYCLES ENTERING CROSSWALK BOTH DIRECTIONS," "BICYCLES

ARRIVING FROM BOTH SIDES," and "BICYCLES APPROACHING FROM RIGHT," to existing stop signs and by driveways to increase awareness of bicyclists. As part of the comprehensive review, staff is developing short term, mid-term and long term solutions that will address items that can be fixed immediately and improvements that will be included as part of a future project.

Some of the recommendations, such as maintenance work items, have already been implemented to quickly improve safety along the four corridors. Others are underway in conjunction with local partners. For example, the District is actively working with JEA to complete a lighting study for upgrading the lighting to the new light intensity requirements for pedestrians. Still other recommendations will be added into future roadway improvements such as resurfacing projects.

This innovative, multi-disciplinary approach to safety improvements reflects the Department's ongoing commitment to making Florida's roadways safe for all users.

RECOMMENDED SIGNAGE

BICYCLES ENTERING
CROSSWALK
BOTH DIRECTIONS

BICYCLES ARRIVING
FROM BOTH SIDES

BICYCLES
APPROACHING
FROM RIGHT

Get Out and Move for Safety: Virtual Race

The District Two Community Traffic Safety Program invites you to join the traffic safety movement with a fun bike, walk, or run challenge – the district's first-ever virtual Traffic Safety Spring Bike/Walk/Run. In 2021, there were 875 pedestrian-related crashes in Northeast Florida counties, and 92 of those resulted in fatalities. Our virtual race was designated to raise awareness about the importance of traffic, pedestrian, and bicycle safety.

Complete your own 5K – that's 3.1 miles and a great distance for beginners or exercise regulars. You can choose to

cycle or two-foot it by walking, jogging, walking, jogging, or running. If you choose to cycle, please be sure to wear a helmet! You may finish your 5K on any day, at any time, and from any location – starting on Saturday, April 23 and ending on Saturday, April 30.

Invite your family and friends to join the Traffic Safety Spring Bike/Walk/Run. The first 10 participants to upload their results to the dashboard win a Traffic Safety Team hat! Everyone is a winner and will receive a finisher certificate. Most importantly, we want you to be safe and have fun.



FDOT
Northeast

ZERO
crash community

#Virtual5K
@TrafficSafety
trafficsafetyteam.org

YOUR TRAFFIC
SAFETY TEAM
©2022 FDOT

Register for the Bike/Walk/Run here:

<https://raceroster.com/events/2022/59648/virtual-traffic-safety-spring-bikewalkrun>

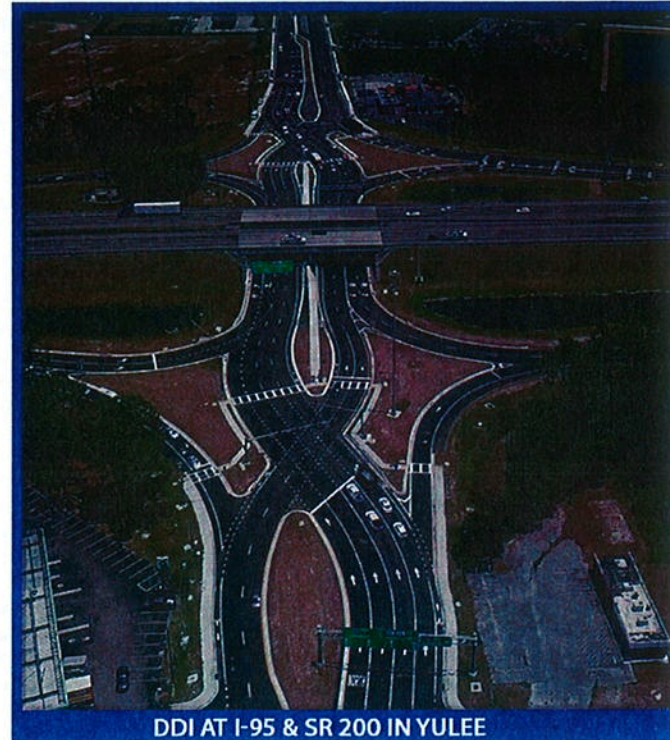
Diverging Diamond Intersections Shine in D2

In the last two years, District Two has opened two Diverging Diamond Intersections (DDIs) as part of ongoing efforts to improve safety while enhancing mobility. The first – located at I-95 and SR 200 in Nassau County – opened in March of 2021, and the second – located at Butler Boulevard and San Pablo Road in Duval County – opened in March of 2022.

Designed to reduce both traffic congestion and conflict points, DDIs eliminate left turns against oncoming traffic while allowing free-flow turning movements to enter and exit an interstate or other limited access highway. In addition, this innovative intersection design reduces last-minute lane changes and provides better sight distances, which serves to further reduce crash rates. In fact, a national study published in 2019 showed that DDIs constructed at 26 interchanges reduced overall crashes by 37 percent and reduced crashes with serious injuries and fatalities by more than 50 percent. The DDIs constructed in District Two also included safety

enhancements for bicyclists and pedestrians. High-visibility crosswalks help motorists identify crosswalks so they are on the lookout for pedestrians, and the crossing distances pedestrians need to traverse were shortened. Dedicated bike lanes were constructed to promote safety for bicyclists who navigate the intersection alongside motor vehicles.

Although the traffic patterns of DDIs may feel unusual at first for those accustomed to traditional diamond interchanges, the end result is positive. Daily commutes are significantly reduced, traffic moves through the intersection more efficiently, and the intersection is safer for all roadway users.

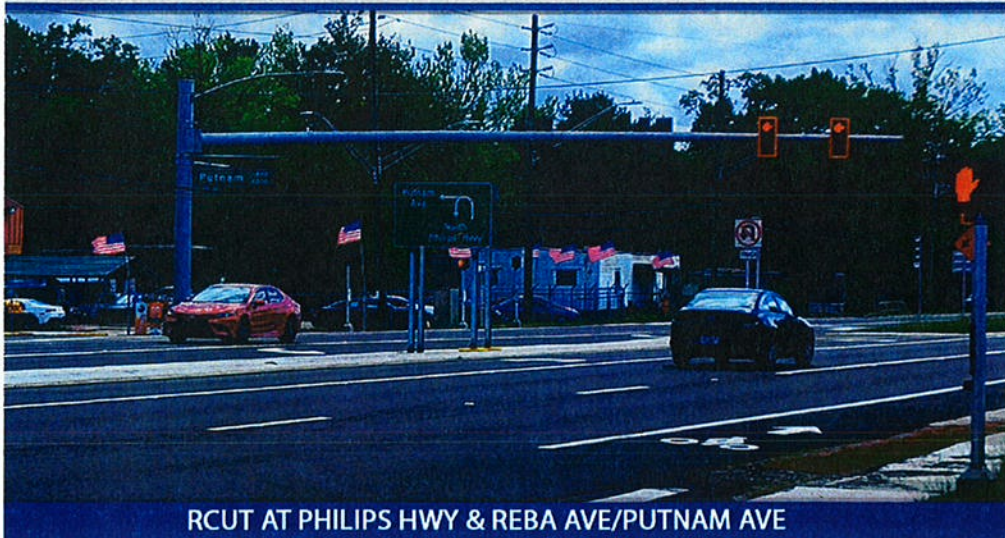


DDI AT I-95 & SR 200 IN YULEE

Learn more about how DDIs improve bike/pedestrian safety in this video:
<https://vimeo.com/229891772/088fd7405>

RCUT Intersections Improve Safety

As FDOT drives towards Target Zero, one of the major emphasis areas is intersections. More than 240 people were seriously injured in crashes at intersections in District Two in 2020, and more than 50 people were killed. For this reason, the District is working diligently to improve intersection safety in a variety of ways. One of those ways is through the



RCUT AT PHILIPS HWY & REBA AVE/PUTNAM AVE

implementation of Restricted Crossing U-Turn (RCUT) concepts. First widely implemented in North Carolina, RCUTs are an alternative intersection design that force all movement from minor roads to be right turns. In order to make left turns or go straight through intersections, drivers use controlled U-turns further down from the intersection. These U-turns are controlled with stop signs or signals depending on both location and traffic volumes. While restricting the movements of vehicles turning from minor roads, RCUTs provide those on the major street with full access to minor streets.

Check out this animation that demonstrates the movement of traffic in RCUTs here:
<https://vimeo.com/436803609/a59b0c5c8d>

FDOT District Two recently implemented the RCUT concept on Philips Highway in Duval County at the Reba Avenue and Putnam Avenue intersections. By adding traffic signals and improved crosswalks at the intersections, the Department provided pedestrians and motorists alike with optimal, safe solutions.

Inspection Teams Help Keep Transit Moving

According to the National Fire Protection Association, the leading causes of vehicle fires are mechanical and electrical failures/malfunctions. In cases where a fire occurs, passengers have approximately two minutes to safely exit a vehicle before it becomes engulfed in flames. This timeframe becomes exponentially more dangerous for public transit vehicles, where passengers may be mobility challenged or become panicked in a chaotic situation. Most public transit vehicles are equipped with fire suppression systems in the engine compartment that, when operating properly, can detect and extinguish fires automatically without the driver being aware that a thermal event has occurred. Fire suppression systems are required to be checked during the transit agency pre-trip inspection prior to the vehicle being used for passenger transportation. Fire suppression systems must also be inspected and serviced on an annual or semi-annual basis by a certified fire suppression technician, and the extinguishing agent must be replaced at specific intervals also.

Florida's public transportation vehicles have recently experienced an increase in fires. The Florida Department of Transportation (FDOT) Central Office

has determined the cause for these events is most often related to mechanical malfunctions and electrical failures. Due to the sensitive nature of transit vehicles providing service to the public, safety is FDOT's utmost concern. Therefore, it is our goal to mitigate these risks by reducing the chances that mechanical malfunctions or electrical failures occur.

When the FDOT District Two team inspects a transit agency vehicle, we review the pre-trip inspections and the maintenance records to verify the annual or semi-annual inspection by a certified fire suppression technician is complete and up to date. We also visually inspect any interior fire extinguishers to ensure they have been inspected, are ready to be used, and mounted in the appropriate location for easy driver access.

Another way to diminish risk is to use properly trained maintenance professionals to maintain transit vehicles. There are components specific to these types of vehicles that require specialized training that exceeds basic maintenance certifications. Nassau Transit recently experienced a fire due to an electrical malfunction caused when an improper modification was made during an electrical repair. The vehicle was parked and turned off, and luckily, the driver was outside of the vehicle. Incidents like these

can be avoided by ensuring that maintenance technicians who work on transit vehicles have received the appropriate training.

The Florida Department of Transportation has established free maintenance technician training courses through Lively Technical College to help agencies ensure the technicians who work on their transit vehicles have been properly trained.



Photo
Credit:
Nassau
Council
on Aging

For information about maintenance technician training opportunities sponsored by FDOT, please contact Randy Free, the Lively Paratransit Instructional Program Manager, at randy@redroseconsulting.biz or visit www.livelypip.com

New Roundabout under Construction in Columbia County

One of District Two's major emphasis areas for Target Zero is improving intersection safety. The District is working on a variety of projects to do just this, and these projects range from minor changes like altering signal timing to completely changing intersection shape and geometry. An example of the latter is under construction now at US 41 and Bascom Norris Drive in Columbia County.

This particular intersection had several issues. There were a number of crashes, and one field review team actually witnessed a minor accident while they were on-site. Fortunately, that particular crash was minor, but the incident underscored the importance of improving this intersection. In addition to the number of crashes, this intersection was the site of frequent back-ups, often with five or more cars backed up on Bascom Norris, waiting to turn onto 41.

After studying the intersection, project staff recommended changing the intersection to a roundabout. Studies

have shown that converting a two-way stop-controlled intersection like the one at Bascom Norris and US 41 can reduce crashes that cause injury by 82 percent and crashes that cause fatalities by 78 percent. The roundabout design for this intersection will slow traffic on US 41 and allow traffic on Bascom Norris to merge in at safe speeds.

Additionally, the new intersection will include the installation of both bicycle and pedestrian facilities to and around the roundabout, further improving safety for all roadway users. This roundabout also includes a new design element, bicycle ramps, intended specifically to help keep bicyclists safe.

District Two is committed to improving safety and to being a good community partner, so project staff consider multiple factors when developing new projects. One challenge the design team for the US 41/Bascom Norris roundabout faced was accommodating massive trucks that carry long beams to and from a nearby manufacturing facility. Together, they

developed a roundabout that can be navigated by trucks carrying 120-foot long beams from the manufacturing plant.



The US 41/Bascom Norris roundabout is expected to open later this year.

ICE PROCESS ENCOURAGES COOL SAFETY IMPROVEMENTS

In 2020, FDOT implemented a new process when planning a new or modified intersection called Intersection Control Evaluation, or ICE. Designed to assist with the intersection planning and decision-making process, ICE is a data-driven, performance-based approach used to objectively screen intersection alternatives to identify the best solution for all road user groups. Given the rate of serious injuries and fatalities at intersections in Florida, the implementation of ICE is an important advancement the Department has made as we drive towards Target Zero.

The three-stage ICE procedure promotes thoughtful consideration of alternative intersection types by considering a variety of influences, such as context classification, design user, target speed, crash evaluations, unconventional intersection geometry, adjacent intersections, cost, social and environmental impacts, and more. Using data points like these, the ICE process evaluates several alternatives and then ranks them based on their operational and safety performance. Implementation of the ICE process is raising awareness and increasing the use of alternative intersections like Roundabouts, Restricted Crossing U-Turns (RCUTs), Diverging Diamond Intersections (DDIs), and Displaced Left Turns (DLTs) rather than the traditional stop control or signalization.



Everyday Actions Count

Every safety initiative FDOT highlights is important. Work Zone Safety Week (April 11-15), however, focuses on our FDOT family. Like our families at home, we care for one another and never want to see anyone injured or killed. Unfortunately, statistics reveal in 2020, the Federal Highway Administration (FHWA) stated speeding was a factor in over 37 percent of fatal work zone crashes. Also, 20 percent of fatal work-zone crashes involved rear-end collisions. Florida experienced more than 53,000 work-zone related crashes, including 376 fatalities. One fatality is too many! Our team members depend on motorists staying focused and making good decisions behind the wheel. This is a sobering thought.

This year, I challenged all District Two offices to display mock MOT work zones. The MOT scenes are highly visible to the public, so every time a person drives by one of our offices, they can see the cones, equipment, and signs. A constant reminder not everyone works behind a desk. Motorists need to stay alert, slow down, and avoid distractions. This is key to keeping our FDOT members safe and able to go home at night to their loved ones. Work zones may be stressful to motorists, however, like I always say, "Construction is a short-term inconvenience for a long-term transportation solution."

- Greg Evans



DISTRICT 2 SECRETARY GREG EVANS



Check out 3PointTurn, a driver safety podcast from the Florida Department of Highway Safety and Motor Vehicles.



CA.20

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July 1, 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.

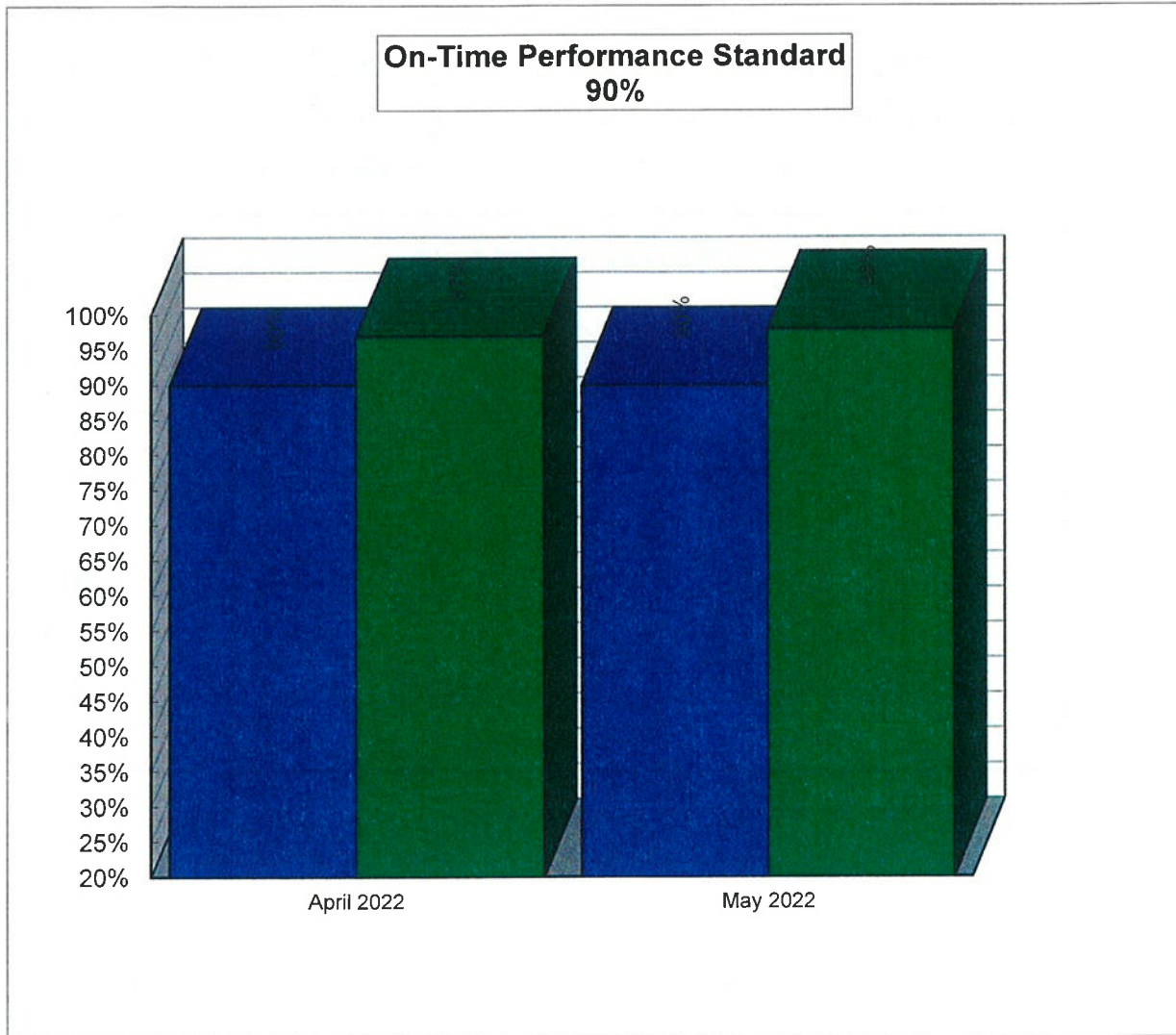
BACKGROUND

Attached are the April 2022 - May 2022 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

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**TRANSPORTATION DISADVANTAGED SERVICE PLAN
STANDARDS OF PERFORMANCE
ALACHUA COUNTY
April 2022 - May 2022**

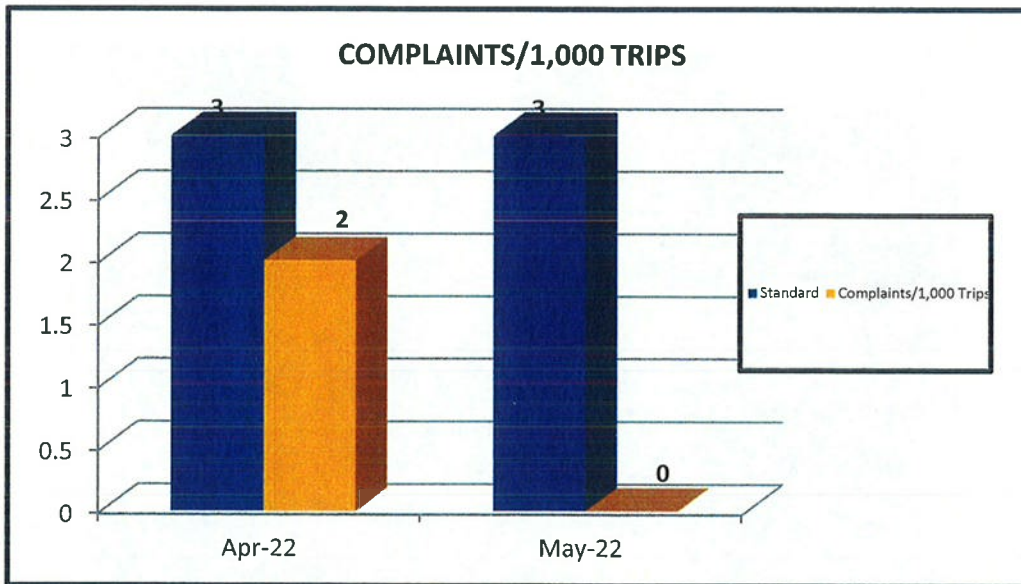


Source: MV Contract Transportatio, Inc. On-Time Analysis

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, APRIL 2022 - MAY 2022

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Apr-22	3	2
May-22	3	0

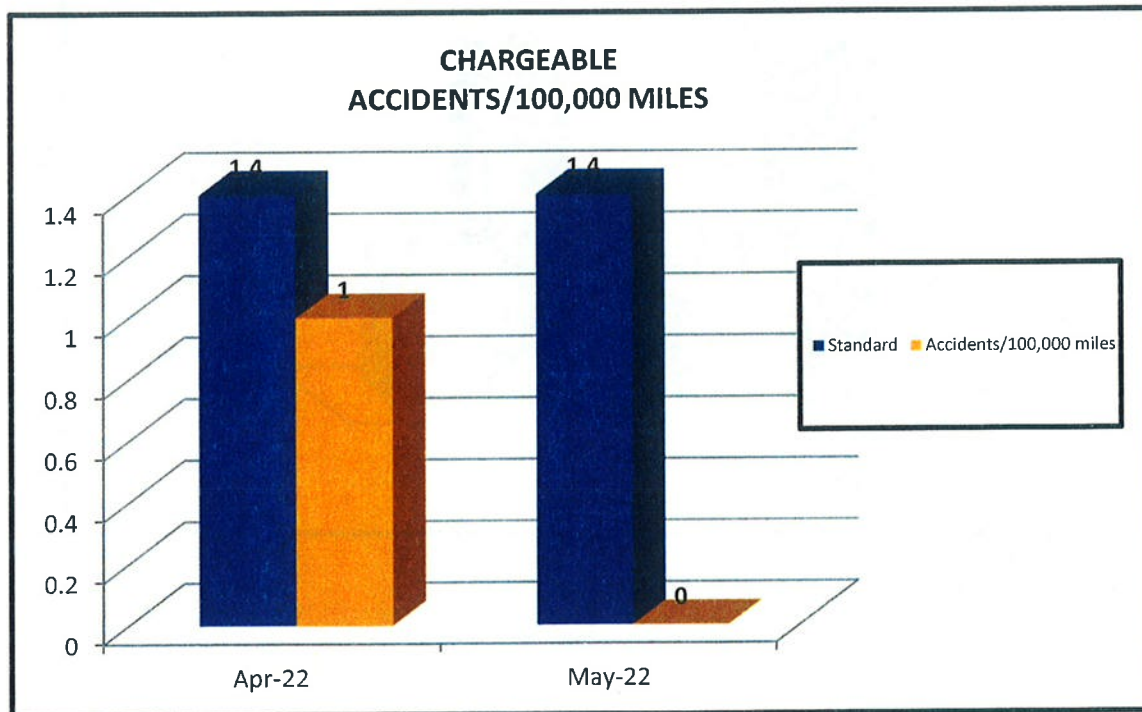


Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY APRIL 2022 - MAY 2022

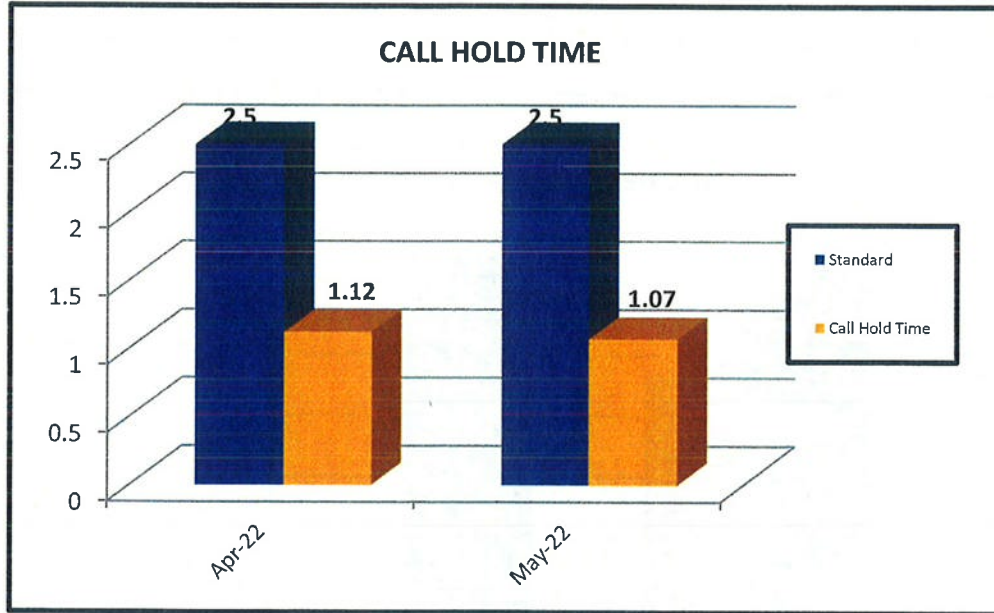
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Apr-22	1.4	1
May-22	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, APRIL 2022 - MAY 2022**

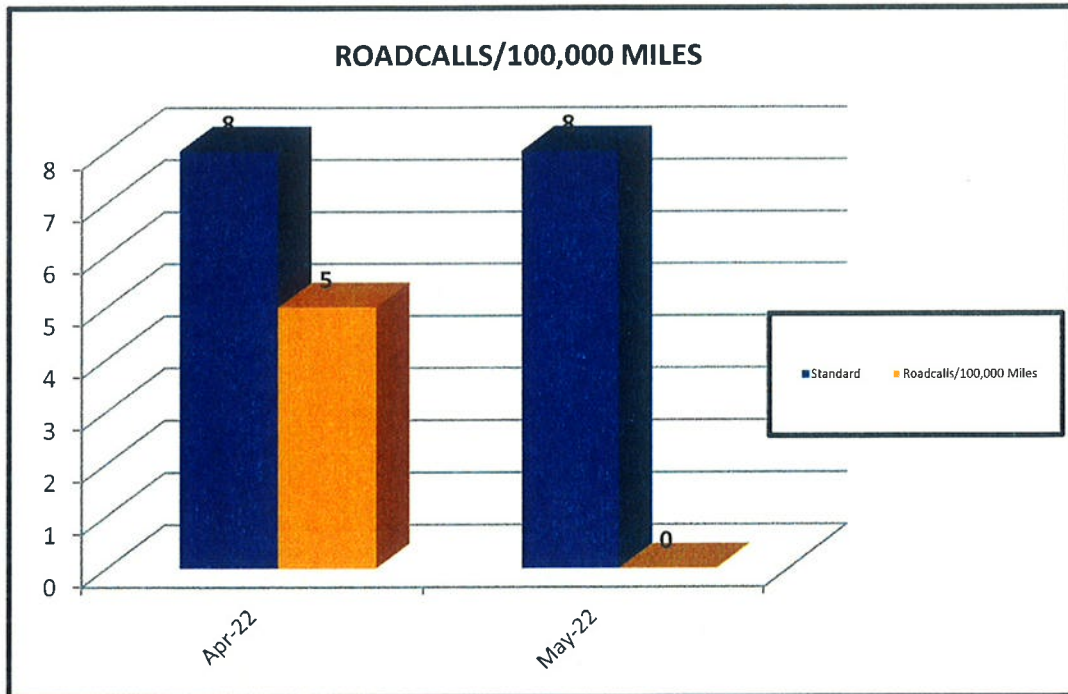
MONTH	STANDARD	CALL HOLD TIME
Apr-22	2.5	1.12
May-22	2.5	1.07



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, APRIL 2022 - MAY 2022**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Apr-22	8	5
May-22	8	0



Source: MV Contract Transportation, Inc. Operations Report

Meeting

Agenda

Enclosures



July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Transportation Improvement Program for Fiscal Years 2022-23 to 2026-27

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program as modified to incorporate review agency comments.

BACKGROUND

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

<http://ncfrpc.org/mtpo/FullPackets/MTPO/2022/TIPDOC22dft.pdf>

The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville.

Exhibit 2 shows the funding sources of significant projects within the Gainesville Metropolitan Area for Fiscal Year 2022-23. Exhibits 3 and 4 show funding sources by project type for Fiscal Year 2022-23. Exhibit 5 is a copy of the advertisement for publication in The Gainesville Sun and Gainesville Guardian on June 30, 2022 and in The Independent Florida Alligator on June 27, 2022. Additionally, the advertisement was posted on the respective Gainesville.com and Alligator.org websites.

Authorization of Funds

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

Attachments

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EXHIBIT 2

Transportation Improvement Program Fiscal Years 2022-23 to 2026-27 Fiscal Year 2022-23 Significant Project Funding

Project Type	Significant Project	Funding Source (In Millions)			
		Federal	State	Local	Total
Airport	Runway 11/29 Markings	\$0.000	\$0.015	\$0.015	\$0.030
	Taxiway E Rehabilitation	\$5.497	\$0.305	\$0.305	\$6.107
	General Aviation Apron Strengthening	\$0.900	\$0.050	\$0.050	\$1.000
	Design and Construct Parking and Intermodal Transfer	\$0.000	\$1.864	\$1.972	\$3.836
	Acquire Index B Fire Fighting Vehicle	\$0.900	\$0.050	\$0.050	\$1.000
Bicycle/ Pedestrian	University of Florida - Museum Drive Pedestrian Crossing~	\$0.000	\$0.000	\$0.770	\$0.770
	University of Florida - Sweetwater Drive/Physics Bike/Ped Facility~	\$0.000	\$0.000	\$3.746	\$3.746
Drainage	None	\$0.000	\$0.000	\$0.000	\$0.000
Intersection*	University of Florida - Museum Drive Signalized Scramble Crossing~	\$0.000	\$0.000	\$1.457	\$1.457
	SR 121 (Williston Rd) - Traffic Signal Update for Bike/Ped Crossing	\$0.516	\$0.116	\$0.000	\$0.632
Interstate	SR 121 (Williston Rd) Interchange Modification - Add Lanes	\$4.587	\$0.000	\$0.000	\$4.587
	SR 222 (NW 39 Ave) - Interchange Modification	\$0.086	\$0.000	\$0.000	\$0.086
Landscaping	None	\$0.000	\$0.000	\$0.000	\$0.000
Railroad	None	\$0.000	\$0.000	\$0.000	\$0.000
Resurfacing	SR 26 (Newberry Rd) - CR 241 South to Interstate 75	\$0.314	\$1.194	\$0.000	\$1.508
	U.S. 441 (SW 13 St) - SR 121 (Williston Rd) to SR 24 (Archer Rd)	\$3.879	\$1.096	\$0.000	\$4.975
	SR 24 (Waldo Rd) - SR 26 University Ave to SR 222 (NE 39 Ave)	\$0.123	\$0.674	\$0.000	\$0.797
Road Construction	SR 24 (Archer Rd) - SW 16 St Streetlighting Upgrade	\$0.183	\$0.000	\$0.000	\$0.183
	NW 23 Ave - NW 55 St to NW 83 St Reconstruction	\$0.000	\$0.000	\$0.400	\$0.400
	SR 26 - Hatchet Creek Bridge Rehabilitation	\$0.000	\$0.784	\$0.000	\$0.784
	University of Florida - Inner Rd Reconstruction as Two-Way Road~	\$0.000	\$0.000	\$5.000	\$5.000
Maintenance	Lighting Agreements Countywide	\$0.000	\$1.137	\$0.000	\$1.137
	Routine Maintenance Countywide	\$0.000	\$2.750	\$0.000	\$2.750
Public Transportation	Regional Transit System Capital/Operations	\$4.200	\$0.000	\$1.050	\$5.250
	Regional Transit System Operations	\$1.800	\$2.442	\$4.242	\$8.484
	Regional Transit System Capital - Service Development	\$0.000	\$0.540	\$0.540	\$1.080
	Section 5310 Small Urban Grant	\$0.025	\$0.000	\$0.000	\$0.025
	Section 5311 Rural Transit Funding	\$0.378	\$0.000	\$0.378	\$0.756
	Section 5339 Operating Assistance	\$0.364	\$0.000	\$0.091	\$0.455
	Transportation Disadvantaged Program	\$0.000	\$0.569	\$0.057	\$0.626

*Does not include traffic signal maintenance

~Non-Florida Department of Transportation state funds are identified as local funds

Ave - Avenue; Rd - Road; St - Street

CR - County Road

NE - northeast; NW - northwest; SE - southeast; SW - southwest

SR - State Road

U.S. - United States

EXHIBIT 3**Transportation Improvement Program
Fiscal Years 2022-23 to 2026-27
Fiscal Year 2022-23 Funding**

Project Type	Funding Source			
	Federal	State	Local	Subtotal
Airport	\$7,297,000	\$2,284,000	\$2,392,000	\$11,973,000
Bicycle/Pedestrian	\$0	\$0	\$4,516,000	\$4,516,000
Drainage	\$0	\$0	\$0	\$0
Intersection	\$635,000	\$1,804,000	\$2,227,000	\$4,666,000
Interstate	\$4,673,000	\$0	\$0	\$4,673,000
Landscaping	\$0	\$0	\$0	\$0
Metropolitan Planning	\$843,000	\$0	\$24,000	\$867,000
Railroad	\$0	\$0	\$0	\$0
Resurfacing	\$4,002,000	\$3,278,000	\$0	\$7,280,000
Road Construction	\$183,000	\$784,000	\$5,400,000	\$6,367,000
Maintenance	\$0	\$9,824,000	\$0	\$9,824,000
Public Transportation*	\$6,767,000	\$3,577,000	\$6,358,000	\$16,702,000
Total	\$24,400,000	\$21,551,000	\$20,917,000	\$66,868,000

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

EXHIBIT 4

Transportation Improvement Program Fiscal Years 2022-23 to 2026-27 Fiscal Year 2022-23 Funding Sources

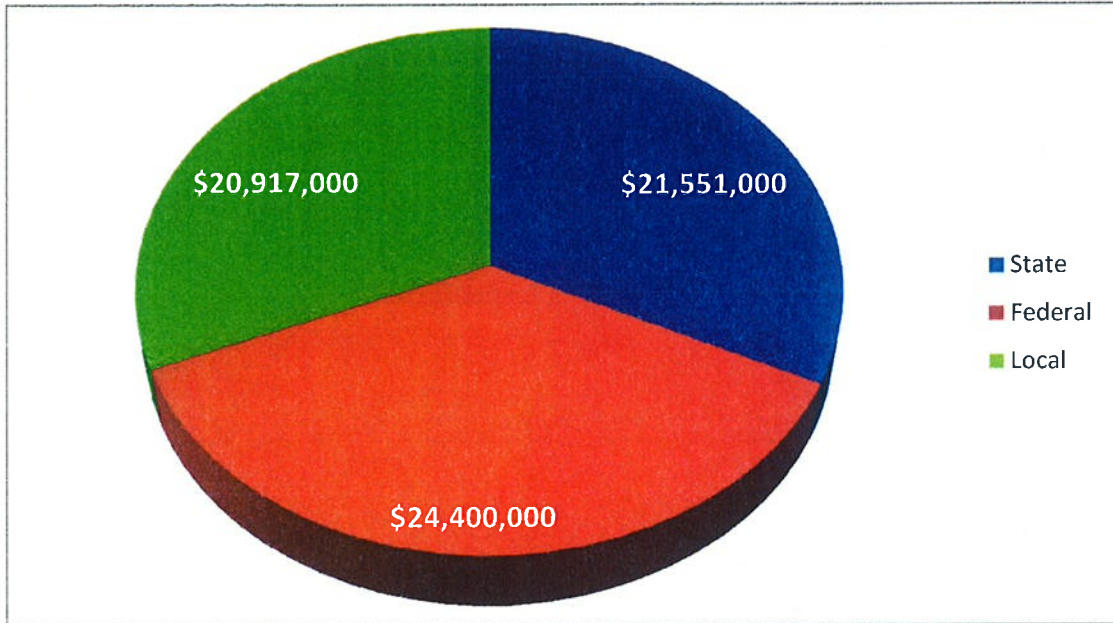
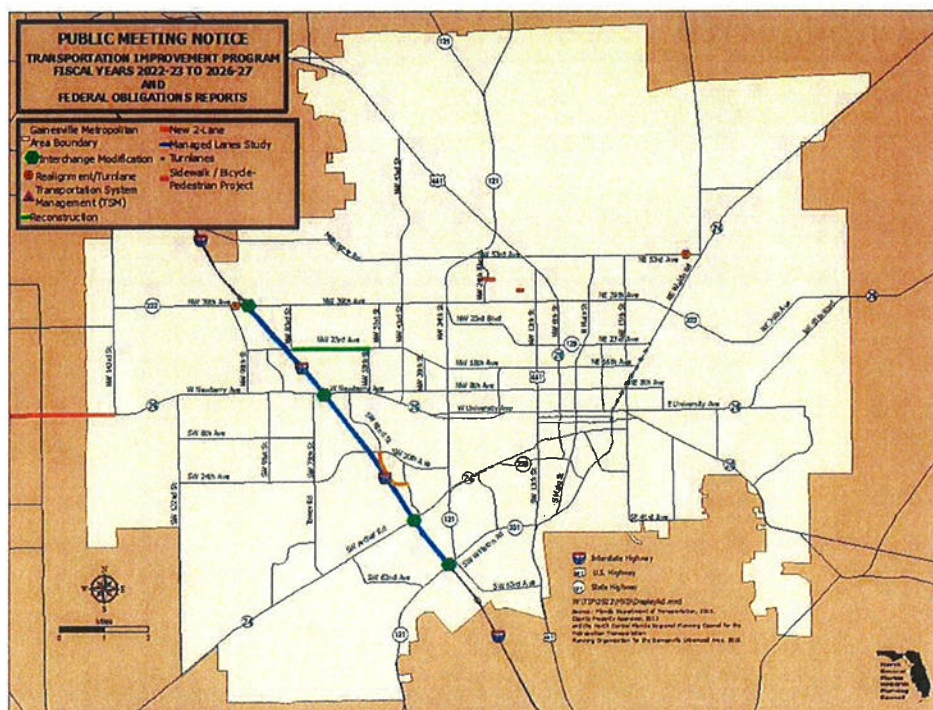




EXHIBIT 5



COMMUNITY TRANSPORTATION MEETING

July 11, 2022 at 5:00 p.m.

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

Audio/Video - Cox Channel 12 and the Alachua County Video on Demand Website [Link below]

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

PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2022-23 to 2026-27. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2045 Long-Range Transportation Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2045. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

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

The Federal Obligations Reports are included in Appendix B of the Transportation Improvement Program. These Reports show the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2020 through September 30, 2021.

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

In accordance with COVID-19 Public Health Emergency protocols, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on-site on July 11, 2022 at 5:00 p.m.

Public comment and/or exhibits on the draft Transportation Improvement Program in advance of its approval shall be provided:

- In written format one business day prior to the meeting to escalante@ndfpc.org; or
- In written and/or oral presentation in-person at the meeting in the John R. "Jack" Durrance Auditorium.

Copies of the meeting agenda and more detailed information concerning the Federal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, c/o North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida 32653, at the www.ncfpc.org/mtpo website, or by calling 352.955.2200. Copies of the meeting agenda will also be posted at the above address. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Michael Escalante at 352.955.2200, extension 114, at least 48 hours before the public meeting.

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



July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: List of Priority Projects for Fiscal Years 2023-24 to 2027-28

TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

The Technical Advisory Committee recommends that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2023-24 to 2027-28 List of Priority Projects that replaces Table 1 with Table 1-TAC (see Exhibit 1 that does not include Priority 29).

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2023-24 to 2027-28 List of Priority Projects (Exhibit 2).

BACKGROUND

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

<http://ncfrpc.org/mtpo/FullPackets/MTPO/2022/LOPP22dft.pdf>

Please note that project priorities have been reformatted, as follows:

- Table 1 - Transportation System Priorities shows the consolidation of Year 2045 Long-Range Transportation Plan Cost Feasible Plan project priorities into the table along with other bicycle, pedestrian and safety-related project priorities;
- Table 2 - Transit Priorities includes priorities from the City of Gainesville Regional Transit System Transit Development Plan; and
- Table 3 - Strategic Intermodal System Priorities includes the Florida Transportation Plan Strategic Intermodal System priorities.

At its June 1, 2022 meeting, the Citizens Advisory Committee added a left turnlane priority at NW 34th Street (State Road 121) at the NW 30th Place intersection (Rock Creek entrance) to Table 1 as Priority 29. This recommendation is supported by the Bicycle/Pedestrian Advisory Board and staff.

Attachment

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EXHIBIT 1

Table 1-TAC
Transportation System Priorities
Gainesville Metropolitan Area
Fiscal Years 2023-24 to 2027-28

Number	Local Funds Available	Funding Source	Project	Location	Description
Partially Funded			Americans with Disabilities Act Modifications	AT: Gainesville Metropolitan Areawide	Modifications to Deficient Sidewalks, Ramps and Transit Stops
Partially Funded			Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	<ol style="list-style-type: none"> 1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming at the crossing. [22,500 AADT]
Partially Funded			Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
Partially Funded			W University Avenue [SR26]	FM: W 34 Street [SR 121] TO: NW 22 Street	2-Lane Divided with Center Turnlanes with Raised Medians Study
Partially Funded			SE 8 Avenue	FM: SE 15 Street TO: Hawthorne Road [SR 20]	Construct Sidewalk
Partially Funded			SW 43 Street	FM: SW 24 Avenue TO: SW 20 Avenue	Construct sidewalks to fill sidewalk gaps
Partially Funded			NE 39 Avenue	AT: NE 28 Drive	Install Midblock Crossing
Partially Funded			NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-Use Path - <i>Preliminary Engineering funding</i>
Partially Funded			W University Avenue [SR26]	FM: NW 22 Street TO: NE 9 Street	Upgrade Streetlighting

Table 1-TAC (Continued)
Transportation System Priorities
Gainesville Metropolitan Area
Fiscal Years 2023-24 to 2027-28

Number	Local Funds Available	Funding Source	Project	Location	Description
1			W University Avenue [SR 26]	FM: Gale Lemerand Drive TO: W 13 Street [US 441]	Construct Bicycle/Pedestrian Trail
2			SW 13 Street [U.S. HWY 441]	FM: Depot Avenue Trail TO: W University Avenue	Construct Offstreet Bike Path
3	YES		NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
4			University Avenue [SR 26]	FM: NW 22 Street TO: NE 9 Street	Per HDR Study - Widen Sidewalks Add Protected Bikelanes Additional Landscaping Additional Raised Medians Narrow General Purpose Lanes
5			SW 13 Street [U.S. HWY 441]	AT: Archer Road [SR 24]	Removal of Sliplanes
6	YES		NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
7			W 13 Street [U.S. HWY 441]	HDR Study Segment 4 FM: SW 9 Avenue TO: W University Avenue	More Areas with Medians Widen Medians Narrower Vehicle Lanes
				HDR Study Segment 5 FM: W University Avenue TO: NW 5 Avenue	More Areas with Medians Widen Medians Narrower Vehicle Lanes
8			E University Avenue [SR 26]	FM: NE 9 Street TO: NE 31 Street	Per HDR Study - Add Protected Bikelanes Additional Landscaping Additional Raised Medians Narrow General Purpose Lanes
9	YES		NW 23 Avenue	FM: NW 59 Terrace TO: NW 83 Street	New Construction 3 lane Complete Street/replace 2 lane rural section

Table 1-TAC (Continued)
Transportation System Priorities
Gainesville Metropolitan Area
Fiscal Years 2023-24 to 2027-28

Number	Local Funds Available	Funding Source	Project	Location	Description
10			Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
11			NW 8 Avenue (SR 20)	FM: NW 6 Street (SR 20) TO: Main Street (SR 20)	Two Lane reduction/Complete Streets
12	YES		SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-Use Path
13			Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
14			Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
15	YES		NW 23 Avenue	FM: NW 88 Street TO: Interstate 75 Bridge	Construct sidewalk to fill sidewalk gap on south side
16			NW 20th Street	FM: NW 7th Avenue TO: NW 8th Avenue	Construct Bicycle/Pedestrian Facility
17			SW 20 Avenue	FM: SW 62 Boulevard TO: SW 34th Street	New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace
18*	YES		NW 83 Street	FM: NW 23 Avenue TO: NW 39 Avenue	Widen to 4 lanes/2 dedicated transit lanes
19			Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
20			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
21	YES	SUNTrail	Archer Braid Trail	FM: Tower Road TO: Interstate 75 Bridge	Construct Multi-Use Path

Table 1-TAC (Continued)
Transportation System Priorities
Gainesville Metropolitan Area
Fiscal Years 2023-24 to 2027-28

Number	Local Funds Available	Funding Source	Project	Location	Description
22			SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
23			Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
24	YES		NW 98 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue	New construction 4 lanes/ replace a 2 lane rural section
25			Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
26			SW 62 Boulevard	FM: SW 20 Avenue TO: Clark Butler Boulevard	Widen to 4 lanes, with bridge with dedicated transit lanes; median included
				FM: Newberry Road [SR 26] TO: SW 20 Avenue	Widen to 4 lanes, with dedicated transit lanes; median included
27	YES		Ft. Clark Boulevard	FM: Newberry Road [SR 26] TO: NW 23 Avenue	Widen to 4 lanes plus 2 dedicated transit lanes
28	YES		NW 23 Avenue	FM: NW 83 Street TO: Ft. Clark Boulevard	New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions

* Does not include local funding for right-of-way and dedicated transit lane construction

Shaded rows indicate partially or fully funded priorities. 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.



July 1, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Election of Vice-Chair

STAFF RECOMMENDATION

Elect a Vice-Chair.

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. At its April 25, 2022 meeting, the Metropolitan Transportation Planning Organization elected the following officers:

- Chair Commissioner Adrian Hayes-Santos;
- Vice-Chair Commissioner Mary Alford; and
- Secretary/Treasurer Commissioner Cynthia Moore Chestnut.

Since that meeting, former Commissioner Alford tendered her resignation from the Alachua County Board of County Commissioners and is, therefore, no longer a member of the Metropolitan Transportation Planning Organization and has vacated the Vice-Chair position.




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July 1, 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 representative 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 to the statewide organization of Metropolitan Planning Organizations - the Florida Metropolitan Planning Organization Advisory Council. At its April 25, 2022 meeting, the Metropolitan Transportation Planning Organization appointed the following to serve as Metropolitan Planning Organization Advisory Council representatives:

- Commissioner Mary Alford, voting representative,
- Commissioner Reina Saco, first alternate voting representative; and
- Commissioner Marihelen Wheeler, second alternate voting representative.

Since that meeting, former Commissioner Alford tendered her resignation from the Alachua County Board of County Commissioners and is, therefore, no longer a member of the Metropolitan Transportation Planning Organization and has vacated the Metropolitan Planning Organization Advisory Council voting representative position.

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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.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	<i>CANCELLED</i>	<i>CANCELLED</i>	<i>CANCELLED</i>
APRIL	April 6	April 7	April 25 at 3:00 p.m.
JUNE	June 1	June 2	July 11 at 5:00 p.m.
AUGUST	August 3	August 4	August 22 at 3:00 p.m.
OCTOBER	October 5	October 6	October 24 at 3:00 p.m.
DECEMBER	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

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www.ncfrpc.org/mtpo