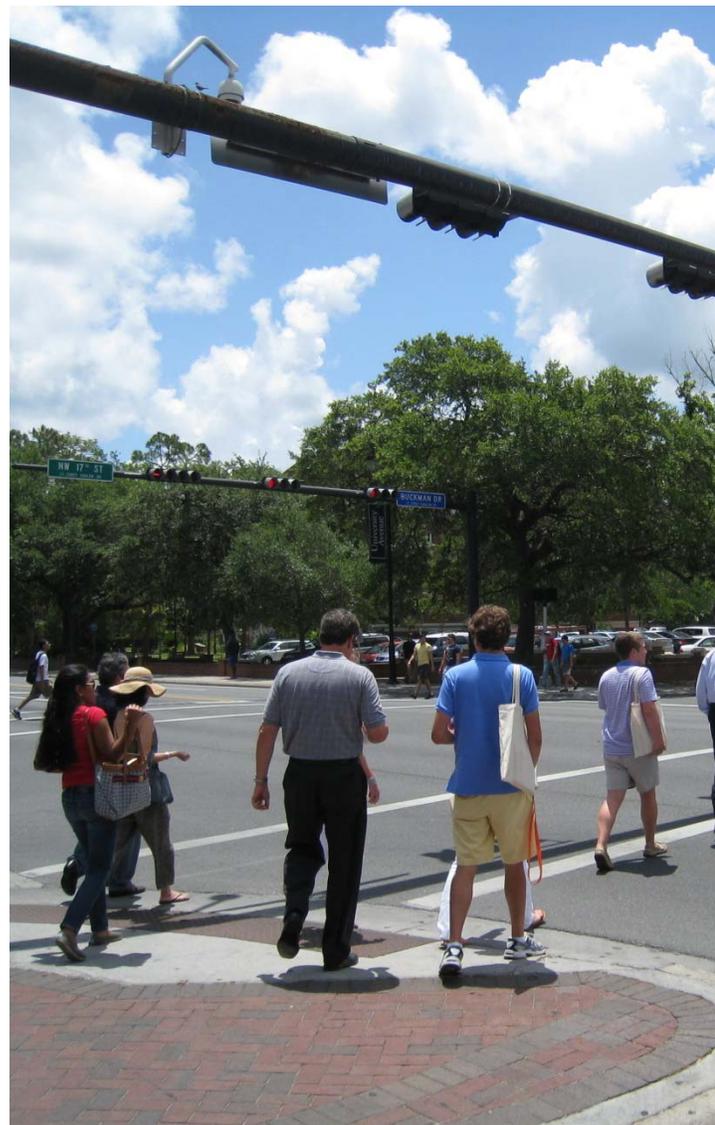


Meeting Packet

October 24, 2022

3:00 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

October 17, 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 **October 24, 2022 at 3:00 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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I
 Serving Alachua
 Bradford • Columbia
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 Lafayette • Levy • Madison
 Suwannee • Taylor • Union Counties

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

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

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

**3:00 p.m.
 October 24, 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 #95

**II. Transportation Improvement Program Amendment -
 American Rescue Planning Act of 2021 Federal Transit
 Administration Route Restoration Plan Grant Award**

**APPROVE JOINT
 RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to approve the Transportation Improvement Program Amendment to enable the City of Gainesville Regional Transit System to receive the funds associated with this discretionary grant award.

Page #101

III. Passenger Rail

RECEIVE PRESENTATION

The Metropolitan Transportation Planning Organization will receive a passenger rail presentation from the Florida Department of Transportation.

IV. Next Meeting

FOR INFORMATION ONLY

The next Metropolitan Transportation Planning Organization meeting is scheduled for December 12, 2022 at 5:00 p.m.

V. Comments

A. Florida Department of Transportation Report*

B. Public Comment*

This agenda item provides an opportunity for the public 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.

C. Metropolitan Transportation Planning Organization Members*

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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Suwannee • Taylor • Union Counties

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

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

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

**3:00 p.m.
October 24, 2022**

STAFF RECOMMENDATION

Page #7 CA. 1 Minutes - August 22, 2022 APPROVE MINUTES

This set of Metropolitan Transportation Planning Organization minutes is ready for review.

**Page #21 CA. 2 Transportation Alternatives Program/
Safe Routes to School/
Shared-Use Nonmotorized Trail Applications APPROVE STAFF
RECOMMENDATION**

The Florida Department of Transportation will be notifying agencies concerning the Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail grant application cycles.

**Page #27 CA. 3 2023 Meeting Schedule APPROVE STAFF
RECOMMENDATION**

The Metropolitan Transportation Planning Organization 2022 Meeting Schedule needs to be approved.

**Page #31 CA. 4 Selection of Auditor for Fiscal Year 2021-22,
Fiscal Year 2022-23 and Fiscal Year 2023-24 APPROVE AUDIT COMMITTEE
RECOMMENDATION**

The recommended auditor for the next three years is Powell and Jones, Certified Public Accountants.

**Page #33 CA. 5 Engagement Letter for Fiscal Year 2021-22 Audit APPROVE STAFF
RECOMMENDATION**

The audit this year will be prepared by Powell and Jones, Certified Public Accountants.

Page #41 CA. 6 Proposed Amended Budget for Fiscal Year 2021-22 APPROVE STAFF
RECOMMENDATION

This amended budget will allow staff to monitor Metropolitan Transportation Planning Organization expenditures and make appropriate adjustments as needed.

Page #45 CA. 7 Florida Department of Transportation FOR INFORMATION ONLY
Office of Inspector General Audit Report

The Florida Department of Transportation Office of Inspector General has completed an audit of Metropolitan Transportation invoices and has issued its audit report.

Page #63 CA. 8 Transit Ridership Status Report FOR INFORMATION ONLY

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

Page #75 CA. 9 Florida Department of Transportation FOR INFORMATION ONLY
Safety Newsletter - Traffic Safety Talk

The Florida Department of Transportation District 2 Safety Office has provided a newsletter concerning several transportation safety issues.

Page #85 CA. 10 Florida Transportation Disadvantaged Program - APPROVE STAFF
Transportation Disadvantaged RECOMMENDATION
Community Transportation Coordinator Designation

This agenda item concerns the use of a competitive request for proposals process for the selection of the Alachua County Community Transportation Coordinator.

Page #87 CA. 11 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

August 22, 2022
3:00 p.m.

MEMBERS PRESENT

IN PERSON

Adrian Hayes-Santos, Chair
Ken Cornell
Raemi Eagle-Glenn
Cynthia Moore Chestnut
Lauren Poe
Anna Prizzia
Reina Saco
Harvey Ward
Marihelen Wheeler

MEMBERS ABSENT

David Arreola
Charles Chestnut IV

OTHERS PRESENT

VIA COMMUNICATIONS
MEDIA TECHNOLOGY
See Exhibit A

STAFF PRESENT

VIA COMMUNICATIONS
MEDIA TECHNOLOGY
Scott Koons
Michael Escalante

MEMBERS PRESENT

VIA COMMUNICATIONS
MEDIA TECHNOLOGY

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

CALL TO ORDER - August 22, 2022

Chair Adrian Hayes-Santos called the meeting to order at 3:03 p.m.

DECLARE EXTRAORDINARY CIRCUMSTANCE DUE TO COVID-19 PANDEMIC

MOTION: Mayor Poe moved to declare an extraordinary circumstance due to the COVID-19 pandemic and to conduct the meeting as a hybrid meeting enabling members that are not present in-person to participate in the meeting via communications media technology. Commissioner Wheeler seconded; motion passed unanimously.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Hayes-Santos asked for approval of the meeting agenda and consent agenda.

Khali Blount discussed CA.3 Transit Ridership Status Report. He also discussed rider transfer times at the Rosa Parks and Butler Plaza transfer stations.

Chair Hayes-Santos noted that the City of Gainesville Regional Transit System will be addressing the issue.

MOTION: Commissioner Ward moved to approve the Consent Agenda and Meeting Agenda. Commissioner Prizzia seconded the motion; motion passed unanimously.

II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - ROLL FORWARD 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 to roll forward funding from Fiscal Year 2021-22 to Fiscal Year 2022-23 for several projects. He said this amendment is needed because funds for these projects were not committed by June 30, 2022 - the end of the state fiscal year. He discussed the projects and answered questions.

Mr. Blount discussed east Gainesville transportation connectivity projects from previous long-range plans.

MOTION: Commissioner Prizzia moved to approve the Transportation Improvement Program Amendment for Fiscal Year 2021-22 Roll Forward Projects. Commissioner Moore Chestnut seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
			Ken CORNELL	X	
Desmon DUNCAN-WALKER	X				
			Raemi EAGLE-GLENN	X	
Cynthia MOORE CHESTNUT	X				
Lauren POE	X				
			Anna PRIZZIA	X	
Harvey WARD	X				
			Marihelen WHEELER	X	
Adrian HAYES-SANTOS	X				
Totals	5	0		4	0

Motion passed unanimously.

III. STRATEGIC INTERMODAL SYSTEM UPDATE

Mr. Koons stated that the Florida Department of Transportation requested an opportunity to discuss its Strategic Intermodal System. He introduced David Tyler, Florida Department of Transportation District 2 Strategic Intermodal System Coordinator.

Mr. Tyler discussed:

- The update of the Strategic Intermodal System Plan, including addressing federal and state planning emphasis areas;
- Consideration of funding local non-Strategic Intermodal System facilities that meet Strategic Intermodal System funding eligibility criteria; and
- Collaboration and coordination with metropolitan planning organizations.

A member asked about using Strategic Intermodal System funds on local truck routes.

Mr. Tyler stated that there is an application process for adding facilities to the Strategic Intermodal System.

Mr. Koons noted that the updated Strategic Intermodal System Policy Plan includes criteria for funding non-Strategic Intermodal System facilities on the State Highway System.

Chair Hayes-Santos announced that Commissioner Saco joined the meeting at 3:11 p.m.

A member noted the aspiration for funding the SW 62nd Connector with Strategic Intermodal System as well as other projects. He also discussed Interstate 75 planning studies.

A member asked about the status of State Road 26 safety modifications in east Gainesville.

A member noted that a City of Gainesville State Road 26 corridor study was underway.

IV. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Hayes-Santos stated that its next scheduled meeting is October 24, 2022 at 3:00 p.m. He also discussed not scheduling meetings the week of scheduled election days.

MOTION: Commissioner Moore Chestnut moved to not hold meetings during weeks that have scheduled election days. Commissioner Ward seconded the motion; motion passed unanimously.

VII. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Chair Hayes-Santos asked if there was a report from the Florida Department of Transportation.

Karen Taulbee, District 2 Planning Manager, discussed the Strategic Intermodal System. She added that District 2 will be hiring a metropolitan planning organization liaison.

B. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member asked about the status of the Transportation Management Area designation timeline.

Mr. Koons stated that Transportation Management Area designation notification continues to be delayed as a result of the 2020 urbanized area population counts not yet being released by the U.S. Census.

Ms. Taulbee suggested that Transportation Management Area designation notification may not occur until the fall of 2023.

Two members discussed the status of the fare-free transit pilot project, transit ridership and safety concerns.

C. PUBLIC

There were no public comments.

D. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT - The meeting was adjourned at 3:40 p.m.

Date

Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

Interested Citizens

Khali Blount

Alachua County

Corbin Hanson*
Alan Yeatter

City of Gainesville

Jesus Gomez*
Deborah Leistner*
Malisa McCreedy*

**Florida Department
of Transportation**

Brian Austin*
Achaia Brown*
David Tyler*

* Via communications media technology
Provided written comments

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

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

**3:00 p.m.
August 22, 2022**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - July 11, 2022 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #17 CA. 2 Transportation Improvement Program Comment - Florida Department of Transportation Response FOR INFORMATION ONLY**
The Florida Department of Transportation has responded to a comment Mde at the July 11, 2022 Metropolitan Transportation Planning Organization meeting concerning its Transportation Improvement Program.
- Page #27 CA. 3 Transit Ridership Status Report FOR INFORMATION ONLY**
The Metropolitan Transportation Planning Organization has been monitoring ridership recovery from the Covid-19 Pandemic.
- Page #31 CA. 4 Transportation Disadvantaged Program - Status Report FOR INFORMATION ONLY**
The Metropolitan Transportation Planning Organization has requested regular status reports concerning this program.

EXHIBIT 1

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MRMPOTP

HIGHWAYS

ITEM NUMBER:207611 5		PROJECT DESCRIPTION:SR222(NW39TH AVE) FROM NW 43RD STREET TO NW 24TH BLVD						*SIS*	
DISTRICT:02		COUNTY:ALACHUA						TYPE OF WORK:RESURFACING	
ROADWAY ID:26005000		PROJECT LENGTH: 1.867MI						LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA	7,606	14,952	0	0	0	0	0	22,558	
DIH	0	90,232	0	0	0	0	0	90,232	
DS	17,796	0	0	0	0	0	0	17,796	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	0	0	0	3,115,175	0	0	0	3,115,175	
DIH	0	0	0	16,332	0	0	0	16,332	
DS	0	0	0	977,400	0	0	0	977,400	
SA	0	0	0	688,630	0	0	0	688,630	
TOTAL 207611 5	25,402	105,184	0	4,797,537	0	0	0	4,928,123	
TOTAL PROJECT:	25,402	105,184	0	4,797,537	0	0	0	4,928,123	

ITEM NUMBER:207850 2		PROJECT DESCRIPTION:SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY						*SIS*	
DISTRICT:02		COUNTY:ALACHUA						TYPE OF WORK:ADD LANES & RECONSTRUCT	
ROADWAY ID:26070000		PROJECT LENGTH: 4.031MI						LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	1,294,452	0	0	0	0	0	0	1,294,452	
DIH	308,092	39,334	0	0	0	0	0	347,426	
DS	108,568	0	0	0	0	0	0	108,568	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	3,876,573	0	0	0	0	0	0	3,876,573	
DIH	35,920	424,526	0	0	0	0	0	460,446	
DS	1,668	0	0	0	0	0	0	1,668	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BNIR	0	2,999,700	0	0	0	0	0	2,999,700	
DDR	122,752	19,361	1,608,809	0	0	0	0	1,750,922	
DIH	165,945	66,031	0	0	0	0	0	231,976	
DS	197,396	11,422	0	0	0	0	0	208,818	
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ART	50,000	50,000	0	0	0	0	0	100,000	
DDR	80,000	0	0	0	0	0	0	80,000	
DI	0	0	0	0	0	0	5,000,001	5,000,001	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DI	0	0	0	0	0	0	32,446,653	32,446,653	
DIH	0	0	0	0	0	0	578,292	578,292	
LF	0	0	0	0	0	0	9,994	9,994	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	18,310	0	0	0	0	0	0	18,310	
TOTAL 207850 2	6,259,676	3,610,374	1,608,809	0	0	0	38,034,940	49,513,799	
TOTAL PROJECT:	6,259,676	3,610,374	1,608,809	0	0	0	38,034,940	49,513,799	

EXHIBIT 1

Metropolitan Transportation Planning Organization Minutes August 22, 2022

PAGE 2
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

HIGHWAYS

ITEM NUMBER:211365 7 PROJECT DESCRIPTION:SW 62ND BLVD FROM SR24 (ARCHER ROAD) TO SR26 (NEWBERRY ROAD) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RIGHT OF WAY ACQUISITION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	7,800	0	0	0	0	0	0	7,800
HPP	1,106,745	4	0	0	0	0	0	1,106,749
LF	5,658,145	0	0	0	0	0	0	5,658,145
SA	247,434	3,074	0	0	0	0	0	250,508
TRIP	3,284,256	94,381	0	0	0	0	0	3,378,637
TRWR	1,131,470	674,391	0	0	0	0	0	1,805,861
TOTAL 211365 7	11,435,850	771,850	0	0	0	0	0	12,207,700
TOTAL PROJECT:	11,435,850	771,850	0	0	0	0	0	12,207,700

ITEM NUMBER:423071 3 PROJECT DESCRIPTION:I-75 (SR93) @ SR121 *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:INTERCHANGE - ADD LANES
ROADWAY ID:26260000 PROJECT LENGTH: .444MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 1

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	151,358	0	0	0	0	0	0	151,358
DIH	49,678	0	0	0	0	0	0	49,678
DS	3,006	0	0	0	0	0	0	3,006
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	299,645	0	0	0	0	0	0	299,645
DI	999,052	0	0	0	0	0	0	999,052
DIH	87,187	196,514	0	0	0	0	0	283,701
DS	532,430	0	0	0	0	0	0	532,430
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	4,079,928	5,991,154	0	0	0	0	0	10,071,082
BNIR	0	154,836	0	0	0	0	0	154,836
DIH	0	246	0	0	0	0	0	246
DS	8,512	0	0	0	0	0	0	8,512
TOTAL 423071 3	6,210,796	6,342,750	0	0	0	0	0	12,553,546
TOTAL PROJECT:	6,210,796	6,342,750	0	0	0	0	0	12,553,546

ITEM NUMBER:428682 1 PROJECT DESCRIPTION:SR222 (NW 39 AVE) FROM: 100'W OF NW 10 ST TO: 100' E OF NW 10 ST *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:SPECIAL SURVEYS
ROADWAY ID:26005000 PROJECT LENGTH: .040MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	2,151	0	0	0	0	0	2,151
DS	7,294	0	0	0	0	0	0	7,294
TOTAL 428682 1	7,294	2,151	0	0	0	0	0	9,445
TOTAL PROJECT:	7,294	2,151	0	0	0	0	0	9,445

EXHIBIT 1

Metropolitan Transportation Planning Organization Minutes August 22, 2022

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

HIGHWAYS

HSP	509,075	424	0	0	0	0	0	0	509,499
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
HSP	3,182	0	0	0	0	0	0	0	3,182
TOTAL 439489 1	1,207,797	3,452	0	0	0	0	0	0	1,211,249

ITEM NUMBER:439489 2 PROJECT DESCRIPTION:SR24 (NE WALDO RD) FROM SR26 TO NORTH OF SR222 *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26050000 PROJECT LENGTH: 2.846MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA		2,079	13,688	0	0	0	0	15,767	
DDR		0	578,333	0	0	0	0	578,333	
DIH		0	43,067	0	0	0	0	43,067	
DS		22,849	96,109	0	0	0	0	118,958	
SA		0	123,115	0	0	0	0	123,115	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACNR		0	0	5,179,010	0	0	0	5,179,010	
DDR		0	0	1,453,359	0	0	0	1,453,359	
DIH		0	0	25,895	0	0	0	25,895	
SA		0	0	738,009	0	0	0	738,009	
TOTAL 439489 2	24,928	854,312	0	7,396,273	0	0	0	8,275,513	
TOTAL PROJECT:	1,232,725	857,764	0	7,396,273	0	0	0	9,486,762	

ITEM NUMBER:439808 1 PROJECT DESCRIPTION:SR26 FROM TOWER ROAD TO SE 9TH STREET *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:LIGHTING
ROADWAY ID:26070000 PROJECT LENGTH: 6.587MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR		68,756	0	0	0	0	0	68,756	
DS		82,993	0	0	0	0	0	82,993	
HSP		184,321	2,448	0	0	0	0	186,769	
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ARPA		5,000	0	0	0	0	0	5,000	
DDR		29,935	0	0	0	0	0	29,935	
DIH		87	99,913	0	0	0	0	100,000	
DS		10,502	0	0	0	0	0	10,502	
TOTAL 439808 1	381,594	102,361	0	0	0	0	0	483,955	
TOTAL PROJECT:	381,594	102,361	0	0	0	0	0	483,955	

ITEM NUMBER:441218 1 PROJECT DESCRIPTION:SW 20TH AVENUE FROM: SW 43RD STREET TO: SW 34TH STREET *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:SIDEWALK
ROADWAY ID:26506001 PROJECT LENGTH: 1.034MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY									
HSP		114,672	0	0	0	0	0	114,672	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
HSP		586	673	0	0	0	0	1,259	

EXHIBIT 1

Metropolitan Transportation Planning Organization Minutes August 22, 2022

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GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

HIGHWAYS

ITEM NUMBER:447005 1 PROJECT DESCRIPTION:PUSHBUTTON SR24 FROM SEYDEL STREET TO US 301 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:26050065 PROJECT LENGTH: .603MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,000	0	0	0	0	0	1,000
TOTAL 447005 1	0	1,000	0	0	0	0	0	1,000
TOTAL PROJECT:	0	1,000	0	0	0	0	0	1,000

ITEM NUMBER:447032 1 PROJECT DESCRIPTION:SR222 (39TH AVE) FROM NW 92ND CT TO NW 43RD ST *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:RESURFACING
ROADWAY ID:26005000 PROJECT LENGTH: 3.293MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	157,949	0	0	0	0	0	0	157,949
DDR	868,755	0	0	0	0	0	0	868,755
DIH	0	44,068	0	0	0	0	0	44,068
DS	13,891	0	0	0	0	0	0	13,891
SA	3,456	122,245	0	0	0	0	0	125,701
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	0	0	4,418,337	0	0	0	0	4,418,337
DDR	0	0	2,200,921	0	0	0	0	2,200,921
DIH	0	0	55,784	0	0	0	0	55,784
DS	0	0	632,507	0	0	0	0	632,507
SA	0	0	157,806	0	0	0	0	157,806
TOTAL 447032 1	1,044,051	166,313	7,465,355	0	0	0	0	8,675,719
TOTAL PROJECT:	1,044,051	166,313	7,465,355	0	0	0	0	8,675,719

ITEM NUMBER:447233 1 PROJECT DESCRIPTION:CITY OF GAINESVILLE; MULTIPLE LOCATIONS *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:SIDEWALK
ROADWAY ID:26000000 PROJECT LENGTH: 1.000MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
TALL	51,954	8,750	0	0	0	0	0	60,704
TALT	506,851	5,000	0	0	0	0	0	511,851
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	0	61,195	0	0	0	0	0	61,195
TALT	5,060	37,690	0	0	0	0	0	42,750
TOTAL 447233 1	563,865	112,635	0	0	0	0	0	676,500
TOTAL PROJECT:	563,865	112,635	0	0	0	0	0	676,500

EXHIBIT 1

Metropolitan Transportation Planning Organization Minutes August 22, 2022

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

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HIGHWAYS

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ITEM NUMBER:447629 4
DISTRICT:02
ROADWAY ID:26030000

PROJECT DESCRIPTION:SR45 AT SW 15TH AVE
COUNTY:ALACHUA
PROJECT LENGTH: .088MI

NON-SIS
TYPE OF WORK:TRAFFIC SIGNAL UPDATE
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,001	0	0	0	0	0	1,001
TOTAL 447629 4	0	1,001	0	0	0	0	0	1,001
TOTAL PROJECT:	0	1,001	0	0	0	0	0	1,001
TOTAL DIST: 02	37,357,057	12,995,316	9,074,164	19,461,382	0	0	38,034,940	116,922,859
TOTAL HIGHWAYS	37,357,057	12,995,316	9,074,164	19,461,382	0	0	38,034,940	116,922,859

EXHIBIT 1

Metropolitan Transportation Planning Organization Minutes August 22, 2022

PAGE 8
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MERMPOTP

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TRANSIT
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ITEM NUMBER:215546 1 PROJECT DESCRIPTION:GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:OPERATING FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
DS	1	0	0	0	0	0	0	1
FTA	5,600,000	1,800,000	0	0	0	0	0	7,400,000
LF	5,600,000	1,800,000	0	0	0	0	0	7,400,000
TOTAL 215546 1	11,200,001	3,600,000	0	0	0	0	0	14,800,001
TOTAL PROJECT:	11,200,001	3,600,000	0	0	0	0	0	14,800,001

ITEM NUMBER:427250 1 PROJECT DESCRIPTION:ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
DU	1,196,794	744,135	388,893	400,560	412,577	424,954	0	3,567,913
LF	1,563,363	377,566	388,893	400,560	412,577	424,954	0	3,567,913
TOTAL 427250 1	2,760,157	1,121,701	777,786	801,120	825,154	849,908	0	7,135,826
TOTAL PROJECT:	2,760,157	1,121,701	777,786	801,120	825,154	849,908	0	7,135,826

ITEM NUMBER:441520 1 PROJECT DESCRIPTION:ALACHUA CO RTS TRANSIT IMPROVEMENT SECTION 5339 *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRANSIT IMPROVEMENT
EX DESC:ALACHUA COUNTY; FUNDING ALLOCATION 80/20 = \$364,001/\$91,000
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY								
FTA	1,092,003	728,002	364,001	364,001	364,001	364,001	0	3,276,009
LF	273,000	182,000	91,000	91,000	91,000	91,000	0	819,000
TOTAL 441520 1	1,365,003	910,002	455,001	455,001	455,001	455,001	0	4,095,009

EXHIBIT 1

Metropolitan Transportation Planning Organization Minutes August 22, 2022

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

TRANSIT

ITEM NUMBER:441520 2 PROJECT DESCRIPTION:GAINESVILLE RTS SECTION 5339(B) TRANSIT IMPROVEMENT *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRANSIT IMPROVEMENT
EX DESC:GAINESVILLE RTS: \$10,660,817; TOLL REVENUE CREDITS AS MATCH TO FEDERAL GRANT

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	10,660,817	0	0	0	0	0	10,660,817
TOTAL 441520 2	0	10,660,817	0	0	0	0	0	10,660,817
TOTAL PROJECT:	1,365,003	11,570,819	455,001	455,001	455,001	455,001	0	14,755,826
TOTAL DIST: 02	15,325,161	16,292,520	1,232,787	1,256,121	1,280,155	1,304,909	0	36,691,653
TOTAL TRANSIT	15,325,161	16,292,520	1,232,787	1,256,121	1,280,155	1,304,909	0	36,691,653
GRAND TOTAL	52,682,218	29,287,836	10,306,951	20,717,503	1,280,155	1,304,909	38,034,940	153,614,512



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October 17, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail Application Notices

STAFF RECOMMENDATIONS

- 1. Refer the Safe Routes to School, Shared-Use Nonmotorized Trail and Transportation Alternatives Program grant applications to Alachua County and the City of Gainesville; and**
- 2. Authorize the Chair to endorse and staff to submit to the Florida Department of Transportation, as necessary, the Safe Routes to School, Shared-Use Nonmotorized Trail and Transportation Alternatives Program grant applications by Alachua County and the City of Gainesville for the projects with the Gainesville Metropolitan Area:**

BACKGROUND:

Metropolitan Transportation Planning Organization staff has notified Alachua County and City of Gainesville staffs concerning Safe Routes to School, Shared-Use Nonmotorized Trail and Transportation Alternatives Program grant application cycles. The Florida Department of Transportation has stated that the grant application cycles are open for:

- Safe Routes to School;
- Shared-Use Nonmotorized Trail;
- Transportation Alternatives Program.

The Florida Department of Transportation requests that Transportation Alternatives Program grant applications be processed through its Grant Application Process (GAP) system. The current Transportation Improvement Program includes the following Safe Routes to School-funded projects, Shared-Use Nonmotorized Trail-funded projects and Transportation Alternatives Program-funded projects:

- *SW 20th Avenue Sidewalk from SW 43rd Street to State Road 121 (SW 34th Street);*
- *Gainesville citywide Americans with Disability Act Sidewalk Modifications;*
- *Newberry Road (State Road 26) bicycle/pedestrian trail from City of Newberry to Jonesville;*
- *NW 42nd Avenue sidewalk from NW 13th Street to NW 6th Street (State Road 20); and*
- *NW 45th Avenue sidewalk from NW 18th Street to NW 16th Street.*

The current List of Priority Projects showing Bicycle/Pedestrian Project Priorities is attached as Exhibit 1.

Attachment

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**Exhibit 1
Transportation System Priorities
Gainesville Metropolitan Area
Fiscal Years 2023-24 to 2027-28
Bicycle/Pedestrian Projects**

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

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

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

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
29			NW 34 Street [SR 121]	AT: NW 30 Place	Install left turnlanes at Rock Creek entrance

* 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.



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October 17, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons AICP, Executive Director *SRK*
SUBJECT: 2022 Meeting Schedule

STAFF RECOMMENDATION

Approve the 2023 Metropolitan Transportation Planning Organization and Advisory Committees Meeting Schedule.

BACKGROUND

Each year, staff coordinates with the Alachua County and City of Gainesville staffs to develop the annual meeting schedule for the Metropolitan Transportation Planning Organization and its advisory committees. The schedule is similar to previous meeting schedules.

Attachment

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SCHEDULED 2023 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	February 1	February 2	February 27 at 3:00 p.m.
APRIL	April 5	April 6	April 24 at 3:00 p.m.
JUNE	May 24	May 25	June 12 at 5:00 p.m.
AUGUST	August 2	August 3	August 21 at 3:00 p.m.
OCTOBER	October 4	October 5	October 23 at 3:00 p.m.
DECEMBER	November 15	November 16	December 11 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 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 City of Gainesville Traffic Management Center



October 17, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Selection of Auditor for Fiscal Year 2020-21, Fiscal Year 2021-22 and
Fiscal Year 2022-23

STAFF RECOMMENDATION

Approve the selection of the auditing firm of Powell and Jones, Certified Public Accountants, of Lake City to conduct the Fiscal Year 2021-22, Fiscal Year 2022-23 and Fiscal Year 2023-24 audits of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as recommended by the North Central Florida Regional Planning Council Audit Committee, with the understanding that this selection is for a three-year period unless the Metropolitan Transportation Planning Organization determines that the service being rendered is unsatisfactory.

BACKGROUND:

At its July 11, 2022 meeting, the Metropolitan Transportation Planning Organization appointed a representative to the North Central Florida Regional Planning Council Audit Committee to conduct a search for an auditing firm to recommend to the Metropolitan Transportation Planning Organization. This appointment to the Council Audit Committee was made to represent the Metropolitan Transportation Planning Organization since that organization has traditionally engaged the same firm as the Council to conduct its audit. The Council Audit Committee conducted the search with the understanding that the firm selected would be engaged for a three-year period unless the Metropolitan Transportation Planning Organization determines that the service being rendered is unsatisfactory.

As instructed, the Council Audit Committee accepted statements of qualifications through August 16, 2022. The Council Audit Committee met on August 25, 2022 and evaluated two firms that submitted expressions of interest, and ranked them, as follows:

1. Powell & Jones Certified Public Accountants
2. Carr, Riggs & Ingram, LLC

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

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October 17, 2022

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

STAFF RECOMMENDATION

Authorize the Chair to execute an engagement letter with the auditing firm of Powell and Jones, Certified Public Accountants to conduct the Fiscal Year 2021-22 Audit of the accounts of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

BACKGROUND:

As you know, the Metropolitan Transportation Planning Organization selects an auditor for a three-year period with the condition that an engagement letter be approved each year to ensure that the auditor is conducting the audits in an acceptable manner. It is recommended that an engagement letter be entered into for the audit of Fiscal Year 2021-22 with the auditing firm of Powell and Jones, Certified Public Accountants.

Please find attached a summary of the proposal made by Powell and Jones, Certified Public Accountants (Exhibit 1). Please note that page 4 of Exhibit 1 shows a \$7,750 fee to be charged for the Fiscal Year 2021-22 Audit.

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

Attachment

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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

October 14, 2022

Honorable Adrian Hayes-Santos, Chair
Metropolitan Transportation Planning for the Gainesville Urbanized Area:
2009 NW 67th Place
Gainesville, Florida 32653

We are pleased to confirm our understanding of the services we are to provide Metropolitan Transportation Planning for the Gainesville Urbanized Area for the year ended September 30, 2022.

Audit Scope and Objectives

We will audit the financial statements of the governmental activities and the aggregate remaining fund information, and the disclosures, which collectively comprise the basic financial statements of Metropolitan Transportation Planning for the Gainesville Urbanized Area as of and for the year ended September 30, 2022. Accounting standards generally accepted in the United States of America (GAAP) provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement Metropolitan Transportation Planning for the Gainesville Urbanized Area's 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. As part of our engagement, we will apply certain limited procedures to Metropolitan Transportation Planning for the Gainesville Urbanized Area's RSI in accordance with auditing standards generally accepted in the United States of America (GAAS). These limited procedures will consist of inquiries of management regarding 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 will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient appropriate evidence to express an opinion or provide any assurance. The following RSI is required by GAAP and will be subjected to certain limited procedures, but will not be audited:

1) Management's Discussion and Analysis

We have also been engaged to report on supplementary information other than RSI that accompanies Metropolitan Transportation Planning for the Gainesville Urbanized Area's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with GAAS, and we will provide an opinion on it in relation to the financial statements as a whole in a report combined with our auditor's report on the financial statements:

1) Grant Schedule

The objectives of our audit are to obtain reasonable assurance as to whether the financial statements as a whole are free from material misstatement, whether due to fraud or error; issue an auditor's report that includes our opinion about whether your financial statements are fairly presented, in all material respects, in conformity with GAAP; and report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements.

The objectives also include reporting on internal control over financial reporting and compliance with provisions of laws, regulations, contracts, and award agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.

Auditor's Responsibilities for the Audit of the Financial Statements

We will conduct our audit in accordance with GAAS and the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and will include tests of your accounting records of Metropolitan Transportation Planning for the Gainesville Urbanized Area and other procedures we consider necessary to enable us to express such opinions. As part of an audit in accordance with GAAS and *Government Auditing Standards*, we exercise professional judgment and maintain professional skepticism throughout the audit.

We will evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government. Because the determination of waste and abuse is subjective, *Government Auditing Standards* do not expect auditors to perform specific procedures to detect waste or abuse in financial audits nor do they expect auditors to provide reasonable assurance of detecting waste or abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is an unavoidable risk that some material misstatements may not be detected by us, even though the audit is properly planned and performed in accordance with GAAS and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform the appropriate level of management of any material errors, fraudulent financial reporting, or misappropriation of assets that comes to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

We will also conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for a reasonable period of time.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, tests of the physical existence of inventories, and direct confirmation of receivables and certain assets and liabilities by correspondence with selected customers, creditors, and financial institutions. We will also request written representations from your attorneys as part of the engagement.

Our audit of financial statements does not relieve you of your responsibilities.

Audit Procedures—Internal Control

We will obtain an understanding of the government and its environment, including internal control relevant to the audit, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinions. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentation, or the override of internal control. An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. Accordingly, we will express no such opinion. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards and *Government Auditing Standards*.

(Continued)

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of Metropolitan Transportation Planning for the Gainesville Urbanized Area's compliance with the provisions of applicable laws, regulations, contracts, agreements, and grants. However, the objective of our audit will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

Other Services

We will also assist in preparing the financial statements and related notes of Metropolitan Transportation Planning for the Gainesville Urbanized Area in conformity with accounting principles generally accepted in the United States of America based on information provided by you. These nonaudit services do not constitute an audit under *Government Auditing Standards* and such services will not be conducted in accordance with *Government Auditing Standards*. We will perform the services in accordance with applicable professional standards. The other services are limited to the financial statement services previously defined. We, in our sole professional judgment, reserve the right to refuse to perform any procedure or take any action that could be construed as assuming management responsibilities.

You agree to assume all management responsibilities relating to the financial statements and related notes and any other nonaudit services we provide. You will be required to acknowledge in the management representation letter our assistance with preparation of the financial statements and related notes and that you have reviewed and approved the financial statements and related notes prior to their issuance and have accepted responsibility for them. Further, you agree to oversee the nonaudit services by designating an individual, preferably from senior management, with suitable skill, knowledge, or experience; evaluate the adequacy and results of those services; and accept responsibility for them.

Responsibilities of Management for the Financial Statements

Our audit will be conducted on the basis that you acknowledge and understand your responsibility for designing, implementing, establishing, and maintaining effective internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, and for evaluating and monitoring ongoing activities to help ensure that appropriate goals and objectives are met; following laws and regulations; and ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles, for the preparation and fair presentation of the financial statements and all accompanying information in conformity with accounting principles generally accepted in the United States of America, and for compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Management is responsible for making all financial records, and related information available to us and for the accuracy and completeness of that information (including information from outside of the general and subsidiary ledgers). You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, identification of all related parties and all related-party relationships and transactions, and other matters; (2) additional information that we may request for the purpose of the audit; and (3) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence. At the conclusion of our audit, we will require certain written representations from you about your responsibilities for the financial statements; compliance with laws, regulations, contracts, and grant agreements; and other responsibilities required by GAAS and *Government Auditing Standards*.

Your responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the written representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements of each opinion unit taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants and for taking timely and appropriate

(Continued)

steps to remedy fraud and noncompliance with provisions of laws, regulations, or contracts or grant agreements that we report.

You are responsible for the preparation of the supplementary information, which we have been engaged to report on, in conformity with accounting principles generally accepted in the United States of America (GAAP). You agree to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits or other studies related to the objectives discussed in the Audit Scope and Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or other studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

Engagement Administration, Fees, and Other

We understand that your employees will prepare all requested cash, accounts receivable, or other confirmations we request and will locate any documents selected by us for testing.

We will provide copies of our reports to Metropolitan Transportation Planning for the Gainesville Urbanized Area; however, management is responsible for distribution of the reports and the financial statements. Unless restricted by law or regulation, or containing privileged and confidential information, copies of our reports are to be made available for public inspection.

The audit documentation for this engagement is the property of Powell and Jones CPAs and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to any state or federal agency or its designee, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for the purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Powell and Jones CPAs personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend or decide to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of five years after the report release date or for any additional period requested by the state or federal agency. If we are aware that a federal awarding agency or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

Richard Powell is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them. We expect to begin our audit on approximately December 1, 2022 and to issue our reports no later than June 30, 2023.

Our fee for services will be at our standard hourly rates plus out-of-pocket costs (such as report reproduction, word processing, postage, travel, copies, telephone, etc.) except that we agree that our gross fee, including expenses, will be \$7,750 for 2022. Subsequent yearly fees will be increased by the increase in CPI-U, not to exceed 3 percent yearly. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed upon written notification of termination, even if we have not completed our report. You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket costs through the date of termination. The above fee is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

(Continued)

Reporting

We will issue a written report upon completion of our audit of Metropolitan Transportation Planning for the Gainesville Urbanized Area's financial statements. Our report will be addressed to management and the Board of Directors of Metropolitan Transportation Planning for the Gainesville Urbanized Area. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinions, add a separate section, or add an emphasis-of-matter or other-matter paragraph to our auditor's report, or if necessary, withdraw from this engagement. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or issue reports, or we may withdraw from this engagement.

We will also provide a report (that does not include an opinion) on internal control related to the financial statements and compliance with the provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a material effect on the financial statements as required by *Government Auditing Standards*. The report on internal control and on compliance and other matters will state (1) that the purpose of the report is solely to describe the scope of 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 on compliance, and (2) that the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. The report will also state that the report is not suitable for any other purpose. If during our audit we become aware that Metropolitan Transportation Planning for the Gainesville Urbanized Area is subject to an audit requirement that is not encompassed in the terms of this engagement, we will communicate to management and those charged with governance that an audit in accordance with U.S. generally accepted auditing standards and the standards for financial audits contained in *Government Auditing Standards* may not satisfy the relevant legal, regulatory, or contractual requirements.

We appreciate the opportunity to be of service to Metropolitan Transportation Planning for the Gainesville Urbanized Area and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the attached copy and return it to us.

Very truly yours,



Powell and Jones CPAs

RESPONSE:

This letter correctly sets forth the understanding of Metropolitan Transportation Planning for the Gainesville Urbanized Area.

Management signature: _____

Title: _____

Date: _____

Governance signature: _____

Title: _____

Date: _____

(Continued)



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October 17, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Proposed Amended Budget for Fiscal Year 2022-23

RECOMMENDATION:

Adopt the amended 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 is adopted that can be monitored and adjusted appropriately during the year as decisions are made with respect to program activities.

The attached amended budget satisfies this budgetary process requirement. The amended Fiscal Year 2022-23 budget reflects the preliminary year end activities of the current year.

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

Attachment

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
BUDGET

Fiscal Year October 1, 2021 to September 30, 2022
Amended October 24, 2022

REVENUE

Florida Department of Transportation	\$ 528,600
Florida Transportation Disadvantaged Commission	29,700
Alachua County - Local Contribution	9,600
City of Gainesville -Local Contribution	14,400
Other Revenue	800
In-Kind Contributions (Florida Department of Transportation)	<u>156,900</u>
TOTAL REVENUE	\$ 740,000

EXPENSES

Contractual Services	\$ 564,500
Legal Advertisements	10,000
Audit	7,400
Travel	0
Memberships	500
Office Supplies	700
In-Kind Services (Florida Department of Transportation)	<u>156,900</u>
TOTAL EXPENSES	\$ 726,900



October 17, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Florida Department of Transportation
Office of Inspector General Audit Report

RECOMMENDATION:

For Information Only.

BACKGROUND:

The Florida Department of Transportation's Office of Inspector General conducted an audit of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, a District Two subrecipient of the Department, to determine whether the Metropolitan Transportation Planning Organization has submitted invoices to the District in accordance with federal and Department directives. The audit was conducted as a part of the Fiscal Year 2020-21 Audit Plan. The scope of the audit was the Metropolitan Transportation Planning Organization's grants for Fiscal Years 2018-2020.

The Office of the Inspector General determined that the Metropolitan Transportation planning Organization is submitting invoices for planning grants to the District in compliance with federal and Department governing directives. The Metropolitan Transportation Planning Organization's expenses are allowable, necessary, reasonable, and allocable in accordance with Title 2, Part 200, Code of Federal Regulations - Unified Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Subpart E-Cost Principles. The Metropolitan Transportation Planning Organization has an Agreement for Professional Staff Services in compliance with subsection 339.175 (2)(b), Florida Statutes, and contractual agreements with the Department in compliance with subsection 339.175(10)(a)(1), Florida Statutes.

The Office of the Inspector General determined the Metropolitan Transportation Planning Organization's invoices and expenses reviewed to be in compliance. Therefore, the attached audit report does not include any findings or recommendations.

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

Attachment

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Florida Department of TRANSPORTATION

Office of Inspector General
Kristofer B. Sullivan, Inspector General

DocuSigned by:

Kristofer B. Sullivan

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October 14, 2022

Audit Report No. 211-006
Gainesville MTPO

What We Did

The Florida Department of Transportation's (Department) Office of Inspector General (OIG) conducted an audit of the Gainesville Metropolitan Transportation Planning Organization (Gainesville MTPO), a District Two (District) subrecipient of the Department, to determine whether the Gainesville MTPO has submitted invoices to the District in accordance with federal and Department directives. This audit was conducted as a part of the fiscal year (FY) 2020-21 Audit Plan. The scope of this audit was the Gainesville MTPO's grants for FY 2018-20.

What We Found

We determined that Gainesville MTPO is submitting invoices for planning grants G0U69 and G1N92 to the District in compliance with federal and Department governing directives. Gainesville MTPO's expenses are allowable, necessary, reasonable, and allocable in accordance with Title 2, Part 200, Code of Federal Regulations (C.F.R.)- Unified Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Subpart E-Cost Principles. Gainesville MTPO has an Agreement for Professional Staff Services in compliance with subsection 339.175 (2)(b), Florida Statutes, (F.S.) (2021), and contractual agreements with the Department in compliance with subsection 339.175(10)(a)(1), F.S., (2021).

We observed an opportunity for improvement by Gainesville MTPO regarding policies and procedures for the creation and submission of invoice packages which includes a comprehensive review prior to signature certification. We selected 15 invoices for review. For each invoice, we tested against three different criteria, for a total of 45 and determined Gainesville MTPO correctly completed 41 of 45 criteria. Gainesville MTPO did not correctly complete four criteria; however, the materiality of the four criteria did not warrant a finding.

What We Recommend

We have no recommendation at this time, as we determined Gainesville MTPO's invoices and expenses reviewed to be in compliance.

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**Office of Inspector General
Florida Department of Transportation**

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**Office of Inspector General
Florida Department of Transportation**

BACKGROUND AND INTRODUCTION

Metropolitan Planning Organization (MPO) Background

In 1973, the Federal-Aid Highway Act mandated the creation or designation of Metropolitan Planning Organization (MPO) for urbanized areas with populations greater than 50,000 people. The MPO's role is to develop and maintain the required transportation plans for a metropolitan area to ensure that federal funds support local priorities. The four primary functions of an MPO are as follows: develop and maintain a Long-Range Transportation Plan (LRTP); update and approve a Transportation Improvement Program (TIP); develop and adopt a Unified Planning Work Program (UPWP); and prepare a Public Participation Plan (PPP).

Funding for MPOs is provided by the Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds that are authorized in each Surface Transportation Act. PL funds are distributed through a formula developed by the Florida Department of Transportation (Department) in consultation with the MPOs and approved by the FHWA.

Gainesville Metropolitan Transportation Organization (Gainesville MTPO) Background

Gainesville MTPO was established April 1, 1978, pursuant to subsection 163.01, Florida Statutes, (F.S.) (2021). It is responsible for transportation system planning within the Gainesville Metropolitan Area as specified in subsection 339.175, (F.S.) (2021). Gainesville MTPO is comprised of 12 voting members. The voting members include: the Mayor, six City of Gainesville Commissioners, and the five Alachua County Commissioners. Technical Advisors to Gainesville MTPO include: The University of Florida President (or his/her designee), a Rural Advisor designated by the Alachua County League of Cities, and the Department's District Two Secretary (or his/her designee).

Federal funding for highway, transit, bicycle, and pedestrian planning for Gainesville MTPO is provided by the FHWA and Federal Transit Administration (FTA). The Department matches these federal funds with both cash and in-kind services. The Alachua County Board of County Commissioners and the Gainesville City Commission provide a local cash match.

The North Central Florida Regional Planning Council (Council) provides staff services for day-to-day transportation planning expertise and implements policy decisions to Gainesville MTPO for the Gainesville Urbanized Area. The Council provides Gainesville MTPO three staff members.¹

¹ Gainesville MTPO is led by an Executive Director and supported by two Senior Transportation Planners.

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Florida Department of Transportation**

Relationship of Gainesville MTPO to the Department

The Department is a decentralized State agency in accordance with legislative mandates. Gainesville MTPO is located in District Two. Cooperative planning efforts occur between the Department and Gainesville MTPO. To manage MTPO PL funds that pass through the Department, District Two (District) assigns an MPO Liaison to be the grant manager and ensure that Gainesville MTPO is operating in accordance with federal, state, and Department governing directives. The Office of Policy Planning is responsible for providing monitoring and guidance to the MPO Liaison.

**Office of Inspector General
Florida Department of Transportation**

RESULTS OF REVIEW

The objective of our audit was to determine whether Gainesville MTPO has submitted invoices for planning grants G0U69 and G1N92 to the District in accordance with federal, and Department governing directives.

Finding 1: Invoice Compliance

We determined that Gainesville MTPO is submitting invoices for planning grants G0U69 and G1N92 to the District in compliance with federal and Department governing directives. Gainesville MTPO's expenses are allowable, necessary, reasonable, and allocable in accordance with Title 2, Part 200, Code of Federal Regulations (C.F.R.)- Unified Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Subpart E-Cost Principles. Gainesville MTPO has an Agreement for Professional Staff Services in compliance with subsection 339.175(2)(b), Florida Statutes, (F.S.) (2021) and contractual agreements with the Department in compliance with subsection 339.175(10)(a)(1), F.S., (2021).

We reviewed eight invoices for Contract G0U69 and seven invoices for Contract G1N92. We tested each expense for all 15 invoices charged to the Department and the supporting documentation submitted to the District for compliance with 2 C.F.R. 200, Subpart E, subsections 403, 404, and 405. We determined that each expense on the 15 invoices was allowable as per 2 C.F.R. 200.403, reasonable as per 2 C.F.R. 200.404, allocable as per 2 C.F.R. 200.405, and necessary as per 2 C.F.R. 200.405(a)(3).

There were no recommendations for this finding. However, an observation was made regarding invoice packages.

Observation 1: Invoice Packages Review

We observed an opportunity for improvement by Gainesville MTPO regarding policies and procedures for the creation and submission of invoice packages which includes a comprehensive review prior to signature certification.

We selected 15 invoices for review. For each invoice, we tested against three different criteria, for a total of 45, and determined Gainesville MTPO correctly completed 41 of 45 criteria. Gainesville MTPO did not correctly complete four criteria; however, the materiality of the four criteria did not warrant a finding.

Overall, the following criteria was tested:

- 2 C.F.R. 200.400;
- 2 C.F.R. 200.403;
- 2 C.F.R. 200.404;
- 2 C.F.R. 200.405;
- 2 C.F.R. 200.405(a)(3);
- 2 C.F.R. 200.415(a);
- subsection 339.175(2)(b), F.S.;

**Office of Inspector General
Florida Department of Transportation**

- subsection 339.175(10)(a)(1), F.S.;
- Metropolitan Transportation Planning Organization Agreement Contract G0U69;
- Metropolitan Transportation Planning Organization Agreement Contract G1N92;
- Agreement for Professional Staff Services by and between North Central Florida Regional Planning Council and the Gainesville Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area;
- MPO Handbook Section 3.2 - Authority; and
- MPO Handbook Section 3.10.1(a-m) - MPO Invoicing.

Additional details regarding these criteria can be found in Attachment 1.

Metropolitan Transportation Planning Organization Agreement Contract G0U69

Eight invoices were reviewed for Contract G0U69 and tested on three different criteria per invoice. Overall, Gainesville MTPO complied with 21 of 24 criteria tested for Contract G0U69.

All eight invoices for G0U69 were submitted within 90 days of the end of the reporting period and are in compliance with the MPO Handbook Section 3.10 MPO Invoicing.

Seven of the eight invoice packages listed a correct invoice period. Invoice FHWA-G0U69 – 2 did not list the correct invoice period as required by MPO Handbook Section 3.10.1(d). The invoice period is listed as 7/1/18 - 9/30/18. The correct invoice period was 10/1/18 - 12/31/18.

**Office of Inspector General
Florida Department of Transportation**

We observed six of eight invoice Certification Signature Dates complied with MPO Handbook requirements as detailed below in Table 1. The MPO Handbook Section 3.10.1(m) states the invoice shall contain a signature by an authorized MPO official affirming the location of the supporting documentation. 2 C.F.R. 200.415(a) states in part that, "the MPO invoice packages must be true, complete, and accurate..." To accurately affirm the invoice package, the Certification Signature Date would have to occur at the end of the invoice period. The Certification date on invoices 6 and 8 was prior to the end of the billing period as noted in Table 1. The incorrect signature date is a result of using the prior invoice submission as a template and not updating the signature certification date.

Table 1 - Contract G0U69 Certification Signature Date Compliance

Invoice No.	Invoice Period	Certification Date	Request for Payment Certification Signature Date Compliance Yes/No
FHWA-G0U69 - 1	07/01/2018 - 09/30/2018	10/30/2018	Yes
FHWA-G0U69 - 2	10/01/2018 - 12/31/2018	03/29/2019	Yes
FHWA-G0U69 - 3	01/01/2019 - 03/31/2019	06/28/2019	Yes
FHWA-G0U69 - 4	04/01/2019 - 06/30/2019	08/14/2019	Yes
FHWA-G0U69 - 5	07/01/2019 - 09/30/2019	10/30/2019	Yes
FHWA-G0U69 - 6	10/01/2019 - 12/31/2019	10/30/2019	No
FHWA-G0U69 - 7	01/01/2020 - 03/31/2020	04/30/2020	Yes
FHWA-G0U69 - 8	04/01/2020 - 06/30/2020	04/30/2020	No

Source: Gainesville invoices submitted to District Two

**Office of Inspector General
Florida Department of Transportation**

Metropolitan Transportation Planning Organization Agreement Contract G1N92

Seven invoices were reviewed for Contract G1N92 and tested on three different criteria per invoice. Overall, Gainesville MTPO complied with 20 of 21 criteria tested for contract G1N92.

The 90-day submission compliance criteria apply to invoices 1, 2, 3, 5, and 7 billing for planning funds and not for invoices 4 and 6 billing for the Long-Range Planning Grant (Surface Transportation Block Grant). Six of the seven invoices for G1N92 were submitted within 90 days of the end of the reporting period as required by the MPO Handbook – Section 3.10 as noted below in Table 2. Invoice FHWA-G0U69 - 2² was submitted 47 days past the 90-day submission period.

Table 2 - Contract G1N92 Invoice Compliance

Invoice #	Invoice Period	Date Invoice Received by District	Days past 90-day	Invoice Submission Compliance Yes/No
FHWA-G0U69 - 1	07/01/2020 - 09/30/2020	11/16/2020	N/A	Yes
FHWA-G0U69 - 2	10/01/2020 - 12/31/2020	05/17/2021	47 days	No
FHWA-G0U69 - 3	01/01/2021 - 03/31/2021	05/19/2021	N/A	Yes
FHWA-G0U69 - 4	10/01/2020 - 12/31/2020	07/01/2021	N/A	Yes
FHWA-G1N92 - 5	04/01/2021 - 06/30/2021	08/02/2021	N/A	Yes
FHWA-G1N92 - 6	04/01/2021 - 06/30/2021	08/03/2021	N/A	Yes
FHWA-G1N92 - 7	04/01/2021 - 06/30/2021	08/17/2021	N/A	Yes

Source: Gainesville invoices submitted to District Two

All seven invoices comply with MPO Handbook Section 3.10 for both invoice period dates and invoice Certification Signature dates.

The Office of Policy Planning Administrator could consider providing refresher training regarding the invoice reimbursement process and creating a quality assurance review process. Additionally, District Two MPO Liaison may consider working with Gainesville MTPO's Executive Director to update their policies and procedures to confirm they are sufficient to ensure invoices are filed in a timely manner and are accurate.

² The first four invoices submitted to the district for Grant FHWA-G1N92 listed the incorrect grant number of G0U69 instead of G1N92. This was corrected with the submission of invoice five.

**Office of Inspector General
Florida Department of Transportation**

APPENDIX A – Purpose, Scope, and Methodology

The **purpose** of this engagement was to determine whether Gainesville MTPO has submitted invoices to the District in accordance with federal and Department governing directives.

The **scope** of this audit was Federal Highway Administration (FHWA) Planning (PL) funds for grants G0U69 and G1N92.

The **methodology** included:

- Reviews of statutes, regulations, policies, and procedures:
 - Federal and State statutes and Departmental governing directives.
- Documentation reviews:
 - Department MPO Program Management Handbook;
 - Agreement for Professional Staff Services by and between North Central Florida Regional Planning Council and the Gainesville Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area;
 - Unified Planning Work Program (UPWP) for Metropolitan Transportation Planning Organization Agreement Contract G0U69 and Metropolitan Transportation Planning Organization Agreement Contract G1N92 (FY's 2020-21);
 - Metropolitan Transportation Planning Organization Agreement Contract G0U69;
 - Metropolitan Transportation Planning Organization Agreement Contract G1N92; and
 - Single audit reports for Gainesville MTPO for 2016, 2017, 2018, and 2019.
- Interviews with staff members:
 - Department District Two Staff; and
 - Gainesville MTPO Staff.

**Office of Inspector General
Florida Department of Transportation**

APPENDIX B – Affected Entity Response

Pursuant to the provisions of Section 20.055(6)(e), Florida Statute, the draft report was sent to the Gainesville MTPO on June 27, 2022, to review for errors of composition or fact along with the option to submit with a written response within 20 working days or by July 26, 2022. The Gainesville MTPO Executive Director questioned the observation; however, after further review of documentation provided by the District, we determined the information was accurate. Gainesville MTPO was provided an additional week to respond and we have not received a response.

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Florida Department of Transportation**

APPENDIX C – Management Response

On September 27, 2022, the OIG received an email response from Mike Neidhart, Metropolitan Planning Administrator, indicating that the Office of Policy Planning had no response to the report.

**Office of Inspector General
Florida Department of Transportation**

DISTRIBUTION

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Mike Neidhart, Metropolitan Planning Administrator

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Scott R. Koons, AICP, Executive Director, Gainesville MTPO
Michael B. Escalante, AICP, Senior Transportation Planner, Gainesville MTPO
Lynn C. Godfrey, AICP, Senior Transportation Planner, Gainesville MTPO

**Office of Inspector General
Florida Department of Transportation**

PROJECT TEAM

Engagement was conducted by:
Fernando Mojica, Auditor

Under the supervision of:
Andrea Sistrunk, Senior Audit Supervisor
Jessica Mobley, Deputy Audit Director for Intermodal
Joseph W. Gilboy, Director of Audit

Approved by:
Kristofer B. Sullivan, Inspector General

STATEMENT OF ACCORDANCE

The Department's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

The Office of Inspector General's mission is to provide independent and objective investigative and audit services that promote accountability, integrity, and efficiency within the Florida Department of Transportation and its partners.

This work product was prepared pursuant to section 20.055, Florida Statutes, in accordance with the Association of Inspectors General *Principles and Standards for Offices of Inspector General*, and conforms with The Institute of Internal Auditors' *International Standards for the Professional Practice of Internal Auditing*.

Please address inquiries regarding this report to the Department's Office of Inspector General at (850) 410-5800.

**Office of Inspector General
Florida Department of Transportation**

ATTACHMENT 1 – Criteria Tested

- 2 C.F.R. 200.400 Part E – Cost Principles.
- 2 C.F.R. 200.403: A cost may not be assigned to a federal award as a direct cost if any other cost incurred for the same purpose in like circumstances has been allocated to the Federal award as an indirect cost.
- 2 C.F.R. 200.404: Outlines how reasonable costs should be determined. In determining reasonableness, consideration must be given to:
 - Whether the cost is of a type generally recognized as ordinary and necessary for the operation of the non-Federal entity or the proper and efficient performance of the Federal award.
 - The restraints or requirements imposed by such factors as: sound business practices; arm's-length bargaining; Federal, state, local, tribal, and other laws and regulations; and terms and conditions of the Federal award.
 - Market prices for comparable goods or services for the geographic area.
 - Whether the individuals concerned acted with prudence in the circumstances considering their responsibilities to the non-Federal entity, its employees, where applicable its students or membership, the public at large, and the Federal Government.
 - Whether the non-Federal entity significantly deviates from its established practices and policies regarding the incurrence of costs, which may unjustifiably increase the Federal award's cost.
- 2 C.F.R. 200.405: Outlines how allocable costs should be determined. A cost is allocable if the cost:
 - Is incurred specifically for the Federal award.
 - Benefits both the Federal award and other work of the non-Federal entity and can be distributed in proportions that may be approximated using reasonable methods.
- 2 C.F.R. 200.405(a)(3): Is necessary to the overall operation of the non-Federal entity and is assignable in part to the Federal award in accordance with the principles of this subpart.
- 2 C.F.R. 200.415(a): To assure that expenditures are proper and in accordance with the terms and conditions of the Federal award and approved project budgets, the annual and final fiscal reports or vouchers requesting payment under the agreements must include a certification, signed by an official who is authorized to legally bind the non-Federal entity, which reads as follows: "By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements, and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims, or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812)."

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- Metropolitan Transportation Planning Organization Agreement Contract G0U69 - Agreement between MPO and FDOT defining the responsibilities for carrying out transportation planning requirements for the FHWA portion of the Metropolitan Planning Process.
- Metropolitan Transportation Planning Organization Agreement Contract G1N92 - Agreement between MPO and FDOT defining the responsibilities for carrying out transportation planning requirements for the FHWA portion of the Metropolitan Planning Process.
- Agreement for Professional Staff Services by and between North Central Florida Regional Planning Council and the Gainesville Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
- Florida Statutes (F.S.):
 - Subsection 339.175(2)(b), F.S. - Each MPO designated in a manner prescribed by Title 23 of the United States Code shall be created and operated under the provisions of this section pursuant to an interlocal agreement entered into pursuant to s.163.01.
 - Subsection 339.175(10)(a)(1), F.S. - The MPO is required to establish in writing "[a]n agreement with the department clearly establishing the cooperative relationship essential to accomplish the transportation planning requirements of state and federal laws".
- Metropolitan Planning Handbook (MPO Handbook), April 30, 2021
 - MPO Handbook Section 3.2 - Authority - lists the federal and state statutes, regulations, and rules related to the development of the Unified Planning Work Program (UPWP) document for MPOs.
 - MPO Handbook Section 3.10 - MPO Invoicing - Invoices are due to the District within 90 days after the end of the reporting period, and final reports are due 90 days after the end of the second year of the two-year UPWP. The invoice package shall include:
 - an invoice, using the required format reflected in the section below;
 - an itemized expenditure detail report; and
 - a progress report should contain the following:
 - each FHWA and FTA fund task separately;
 - a comparison of actual performance with established goals; and
 - a description of progress in meeting schedules and milestones.
 - MPO Handbook Section 3.10.1 - Invoice - This section outlines the requirements of invoice packages as listed below:
 - MPO Name and contact information, including address, phone, and fax number (a);
 - district contact information (b);
 - invoice number, using the following format: *FHWA- [Agreement Number]- [Invoice Number]* (for example, FHWA-G001-01, FHWA-G001-02, etc.) (c);
 - invoice period (d);
 - contract number, including amendment number and modification number (e);
 - amount due by Financial Project Number (f);

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- a listing of the tasks in the UPWP (g);
- the amount due by UPWP task and by fund type (h);
- the amount of FHWA funds due by UPWP task (i);
- the amount of previous payments of FHWA funds by UPWP task (j);
- the amount of FHWA funds budgeted by task in the UPWP (k);
- column totals (l); and
- the Request for Payment Certification, signed by an authorized MPO official, and reflecting the location of the supporting documentation for the invoice (m).



October 17, 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 11, 2022 meeting; and
- Received a transit ridership status reports at its October 25, 2021, April 25, 2022, July 11, 2022 and October 24, 2022 meetings.

Below is the link to the Annual Transit Ridership Monitoring Report approved on July 11, 2022.

http://necfrpc.org/mtpo/publications/Transit/2022/Transit_Ridership_Monitoring_Report_2021a.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 September 2022. This exhibit shows that ridership is recovering, but is significantly below Pre-Covid-19 Pandemic ridership.

Exhibit 5 shows information from Exhibit 4 plus monthly ridership percentage change

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

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	17,051	17,867	23,108	26,385	226,738
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	285,082
Ridership Percentage Change													25.73%
Route 9													
2020-21	5,213	3,490	2,613	5,626	7,453	7,953	1,194	939	1,265	1,410	15,786	32,481	85,423
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	240,415
Ridership Percentage Change													181.44%
Route 12													
2020-21	8,902	7,275	6,710	11,170	12,962	12,814	4,121	3,673	4,471	5,194	24,022	33,545	134,859
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	292,470
Ridership Percentage Change													116.87%
Route 20													
2020-21	17,708	14,351	12,030	19,023	21,737	25,227	5,791	6,672	8,727	9,358	30,123	53,939	224,686
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	394,485
Ridership Percentage Change													75.57%
Route 35													
2020-21	12,808	10,097	8,703	13,828	14,827	16,372	4,394	5,303	7,277	7,582	21,202	37,262	159,655
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
Ridership Percentage Change													64.95%

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	36,374	40,586	48,590	49,474	537,313
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	285,082
Ridership Percentage Change													-46.94%
Route 9													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390	35,417	53,054	441,655
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	240,415
Ridership Percentage Change													-45.56%
Route 12													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956	39,944	47,972	467,250
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	292,470
Ridership Percentage Change													-37.41%
Route 20													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356	56,389	68,388	85,809	811,181
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	394,485
Ridership Percentage Change													-51.37%
Route 35													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	591,596
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
Ridership Percentage Change													-55.48%

Percentage Ridership Decrease

Ridership Increase [Full Month]

EXHIBIT 5

Transit Ridership with Covid-19 and Fare-Free 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	36,374	40,586	48,590	49,474	439,249
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	229,296
% Change	-56.77%	-54.69%	-40.20%	-58.31%	-50.80%	-45.83%	-47.51%	-39.45%	-33.15%	-41.46%	-39.55%	-46.61%	-47.80%
Route 9													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390	35,417	53,054	353,184
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	182,386
% Change	-58.39%	-42.63%	-27.46%	-57.09%	-43.33%	-39.54%	-54.07%	-51.85%	-39.46%	-46.97%	-41.04%	-29.98%	-48.36%
Route 12													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956	39,944	47,972	379,334
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	220,202
% Change	-55.85%	-43.74%	-34.10%	-46.61%	-36.59%	-33.98%	-43.58%	-43.72%	-28.12%	-33.87%	-24.25%	-12.43%	-41.95%
Route 20													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356	56,389	68,388	85,809	656,984
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	319,392
% Change	-51.48%	-42.80%	-40.75%	-62.41%	-43.39%	-42.23%	-54.23%	-61.21%	-52.99%	-61.69%	-59.15%	-45.05%	-51.39%
Route 35													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	482,460
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	217,870
% Change	-55.47%	-53.22%	-40.89%	-54.71%	-55.66%	-49.60%	-58.80%	-61.80%	-52.18%	-60.33%	-60.69%	-56.44%	-54.84%

Percentage Ridership Decrease
Ridership Increase [Full Month]



CA.9

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October 17, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director *SRK*
SUBJECT: Florida Department of Transportation Safety Newsletter - Traffic Safety Talk

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The Florida Department of Transportation District 2 Safety Office has provided a safety newsletter (See Exhibit 1).

Attachment

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TARGETING ZERO FATALITIES AND SERIOUS INJURIES

The FDOT District Two Community Traffic Safety Program (CTSP) is working to improve how we connect, interact, plan, design, educate, and solve traffic safety concerns as part of Target Zero. We continue to expand awareness of traffic safety issues and solve local traffic safety concerns while focusing on reducing crashes. We remain a strong voice in traffic safety through engineering, education, enforcement, emergency medical services, and by providing resources on our website and social media channels.

Eliminating roadway fatalities is our highest priority. We recognize that achieving zero deaths and serious injuries will not be easy and will require commitment, energy, and innovation. Together, we can make progress to achieve our target of ZERO.



TEAM COMMUNICATIONS + VIRTUAL MEETINGS

Community Traffic Safety Team meetings in District Two continue to be held virtually. While many miss the in-person meetings, we have used this opportunity to expand our reach. And we saved an additional 15,950 or more sheets of paper with digital presentations and meeting packages. Our teams have risen to the challenge and continue to make progress in improving traffic safety in their communities.

So far this year, we have welcomed 65 new CTST members during 46 virtual meetings with a total of 603 attendees. Every CTST in District Two continues to address and solve traffic safety concerns. Not including meeting invitations, 29,876 emails were sent this year to team members and community partners to stay connected and share important information, tips, and strategies.

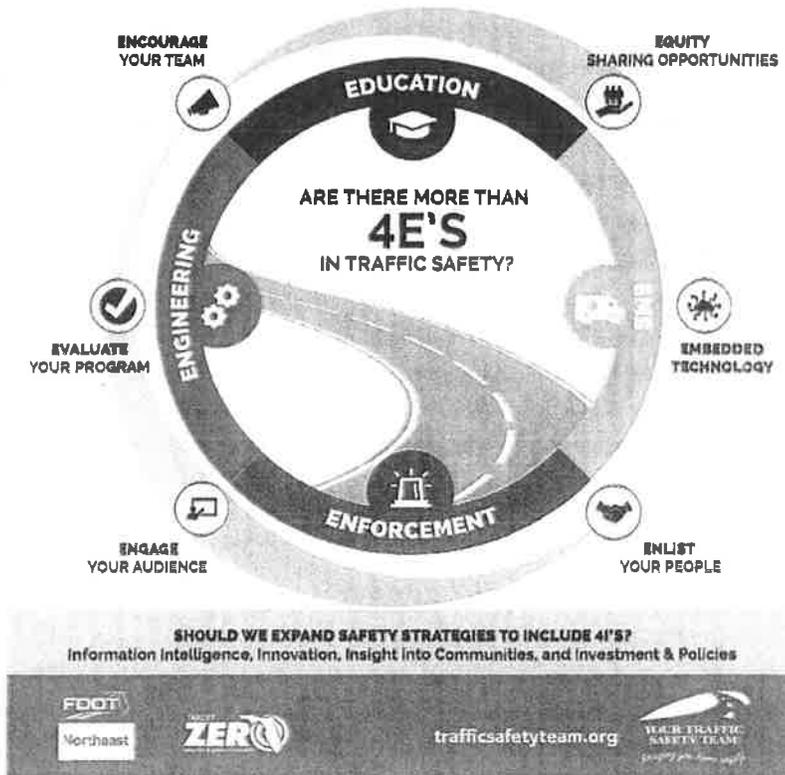
– Andrea Atran, M.A., CPM,
 FDOT District Two Community Traffic Safety Program Manager

Click here for these **NEW** Occupant Protection Messages

SAFETY BELT USE in Northeast Florida

Three of the 18 counties in FDOT District Two were part of the statewide survey in 2021. Congratulations, Alachua County, for having the highest usage rates in the state again! Survey results showed that Alachua equaled its highest-ever use rates, at 95.0%, and ranked #1 overall statewide. Kudos to St. Johns County for maintaining an above-average usage rate. St. Johns came in at the fifth-highest county in the state with a 92.1% safety belt use rate. Duval ranked the second-lowest safety belt use rate in the state, at 87.3% – We have work to do in Duval County! Read about [Safety Belt Use in Northeast Florida](#) in our blog article, which also showcases four new occupant protection messages in response to low usage rates.

4 E's and MORE in Traffic Safety



The Northeast Florida Community Traffic Safety Program in FDOT District Two has long since integrated and promoted the 4 E's. Our local Community Traffic Safety Teams were founded on the four core values of road safety: enforcement, emergency service, engineering, and education. As we work towards our goal of Target Zero, perhaps it is time to expand the list. Bringing new partners to the table can create better insight and opportunities to reduce the number and severity of crashes. This will result in fewer fatalities and serious injuries.

Check out our [4 E's and More in Traffic Safety](#) article online, where we discuss other E's, like evaluation and embedded technology. The new categories include Engage Your Audience, Enlist Your People, Encourage Your Team, and Equity Sharing Opportunities.

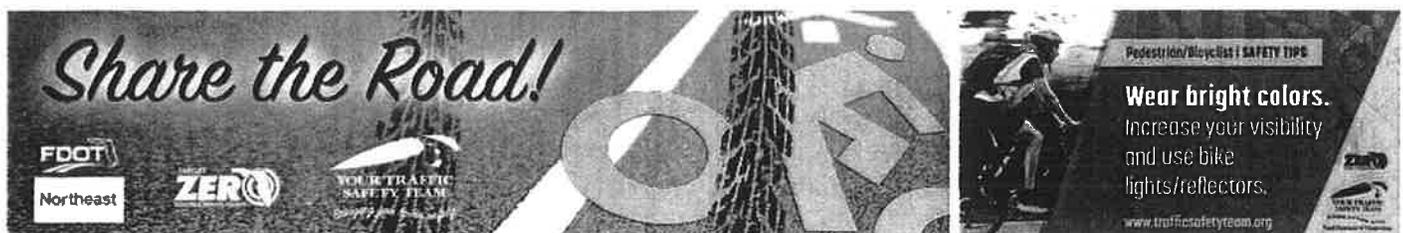
Reinforcing Florida's BIKE SAFETY Law

Florida remains one of the most dangerous states for cyclists. Throughout the year, we promote bicycle safety tips and reminders. In March, we shared an article to remind cyclists, pedestrians, and motorists of the [Updated Florida Bike Safety Law](#).

Here is a summary of the updated Florida bike safety law changes which were made to the existing statute:

- Motorists can make a right turn while passing a bicyclist only if the bicyclist is a minimum of 20 feet from the intersection.
- Florida driver's license exams will now include bicycle safety questions.
- 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.
- Motorists MUST obey the 3 feet passing law.

Drivers who do not obey the law could be subject to a non-criminal moving violation. Northeast Florida bicyclist crash facts were also highlight along with important bicycle safety tips and resources. They are available for free on our TrafficSafetyTeam.org website to download, print and share.



District Two Community OUTREACH Online

Over the past year, TrafficSafetyTeam.org had 11,434 website sessions. New visitors make up of 76% of our visits. Our Instagram following has shown the most growth from 297 to 392. Our YouTube videos have had 689 hours of watch time. Pinterest views averaged 27,000 per month. Non-alcoholic mocktail drink recipes remain very popular on all platforms – St. Patrick’s Day Lucky Lime had 1,242 reactions in March 2022.

2022 Social Media Engagement with Goals for Instagram (3-4%), Facebook (3%), and Twitter (1.5%):

Top Instagram Posts



Impaired Driving:
Celebrate Safely -
Community Outreach in
Putnam County
Likes/Reactions: 17
Reach: 74
Engagement: 23%



Impaired Driving:
All-American Slushy,
Mocktail Recipe Video
Likes/Reactions: 14
Reach: 56
Engagement: 25%

Top Facebook Posts



Impaired Driving:
Sparkling Strawberry
Mandarin Mocktail
Recipe Video
Likes/Reactions: 45
Reach: 867
Engagement: 5.19%
(+ 17.5% on Instagram)

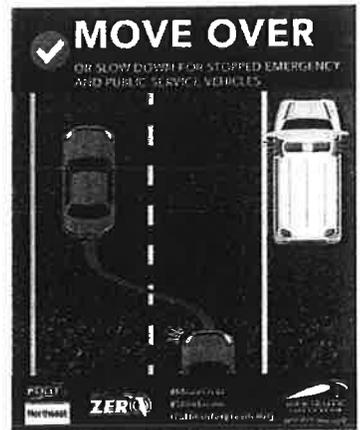


Pedestrian/Bicycle Safety:
Community Outreach
Traffic Safety Event
Likes/Reactions: 12
Reach: 731
Engagement: 1.64%
(+ 6.7% on Twitter)

Top Tweets



Occupant Protection:
One Click Does the Trick
Likes/Reactions: 25
Impressions: 464
Engagement: 5.4%



Move Over Law
Likes/Reactions: 28
Impressions: 1272
Engagement: 2.2%

NEW Traffic Safety Materials

In case you missed any of our new videos, sheets, or social media graphics featured this year, here are some highlights. We encourage you to download and share!

Many motorists are still unaware of the requirement to move over one lane or reduce speed by 20 mph less than the posted limit for stopped emergency AND public service vehicles with their lights on. For more information about this Florida law, read our [Move Over or Slow Down](#) article on our website.



We recently added the Target Zero logo to these virtual background graphics to help promote the statewide initiative to reduce the number of transportation-related serious injuries and deaths across Florida to ZERO. They are a great and free way to share important traffic safety topics.



Be a Traffic Safety **ADVOCATE** Every Day

While the majority of our content was shared electronically over the last year, we distributed child safety activity books, occupant protection banners, and child passenger educational flyers throughout Northeast Florida. We ask for continued support in sharing traffic safety messages online, handing out information and displaying materials. Together we can change the culture of traffic safety and improve driver behaviors.



- Over the past 12 months, we shipped:
- 58,058 Safety for Kids activity books
 - 3,305 WHALE CHECK CPS flyers
 - 283 Occupant Protection Banners



Virtual CTST Meetings:

AUGUST

Bradford / Baker / Union
8.4.22 @ 11:00 AM

St. Johns
8.9.22 @ 1:30 PM

Columbia / Hamilton Lafayette / Suwannee
8.16.22 @ 10:30 AM

Duval
8.17.22 @ 10:00 AM

Clay
8.17.22 @ 2:00 PM

Alachua / Dixie Gilchrist / Levy
8.18.22 @ 10:00 AM

SEPTEMBER

Putnam
9.6.22 @ 11:00 AM

St. Johns
9.13.22 @ 1:30 PM

Alachua / Dixie Gilchrist / Levy
9.15.22 @ 10:00 AM

Columbia / Hamilton Lafayette / Suwannee
9.20.22 @ 10:30 AM

Duval
9.21.22 @ 10:00 AM

Clay
9.21.22 @ 2:00 PM

Nassau
9.27.22 @ 10:30 AM

MOVING for SAFETY

Pedestrian and bicyclist safety messages were built into every aspect of our first ever virtual bike/walk/run challenge. From the race page, registration information, emails, social media, to finisher certificates, everything included traffic safety tips to educate motorists and vulnerable road users about safe habits while on the road. We reached over 1,400 social media impressions, interactions, and blog views, and over 4,000 emails were sent with traffic safety information.

Thank you to our team members and partners who participated in this community outreach event, encouraging everyone to Get Out and Move for Safety! As part of the traffic safety movement, we are helping to reduce traffic fatalities and severe injuries to ZERO.



ENGINEERING CONCERNS

FDOT District Two Community Traffic Safety Program relies on team members who are local highway safety advocates committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. The common goal of each CTST is to reduce the number and severity of traffic crashes within their community and follow Florida's SHSP areas of focus. A vital function of the CTSTs is to submit, review and address solutions for these traffic safety engineering concerns. If you know of an issue you would like evaluated; please complete the Roadway Concerns form available online.

Since last summer, we have:

- Followed 323 Engineering Concerns
- Received 128 New Concerns
- Closed 127 Issues

District Two Traffic Safety CHAMPION



Dr. Morya E. Willis

Targeting the best-of-the-best, Dr. Willis is the bullseye. Here are a few highlights she shared with us. Some facts you may already know and some new insight on why she is a true Community Traffic Safety Program "Champion!"

What CTST team do you belong to? I chair the Alachua/Dixie/Gilchrist/Levy team. Before the pandemic hit, I attended Putnam, Columbia/Hamilton/Lafayette/Suwannee, and Baker/Bradford/Union team meetings.

How long have you been a CTST member? 28 years. I attended the inaugural Alachua Team meeting on April 28th, 1994, and have been an active member ever since.

Why did you start attending CTST? After ten years of working on Wall Street doing Financial Research for CS First Boston, I moved back to Florida and began working at the UF/IFAS Extension Office in Gainesville. I designed and implemented safety education programs for FDOT Grants in Occupant Protection. IFAS received an invitation to the very 1st meeting of the CTSTs in District 2 in Gainesville. They sent me, and I was hooked.

Is there a specific CTST project or campaign that you helped with? Co-Chaired the Minority Task Force multi-year project with interesting results. Raised the seatbelt usage rates for African Americans and Hispanics in Duval and Alachua counties. Alachua County still has the highest seatbelt usage rate in the state at 95%. Another project I worked on with Andrea Atran was developing the educational content for the W.H.A.L.E. (We Have A Little Emergency) Check Program. Still is a great program.

What is your favorite thing about CTST? I enjoy the concept of the 4 E's (Engineering, Education, Enforcement, and Emergency Medical Services) getting together to solve the everyday traffic problems in our communities. I love how the different teams in our district handle the various issues. It's a challenge that stays interesting. I think about how many people from all walks of life I have met by working in this arena...so different from the world of Music Conservatories, pit orchestras, and Wall Street finance.

Over the last 28 years, do you think roadway safety is better or worse? Overall, I believe roadway safety has improved over the years, especially in the designs implemented by FDOT. Unfortunately, I think that general safety has declined due to driver distraction and oversaturated roads. Rather than build another toll road in north Florida, I think it would better serve the residents to construct a highway for semi-trucks between I75 and I95. Removing the semi-trucks from these two roads would ease the crowding on the interstates and make the roads safer for passenger vehicles.

What do you think is the #1 hurdle to maintaining safe roads, and any ideas to improve it? Education for all drivers. Unfortunately, driver's education is no longer mandatory in schools. I think an opportunity to establish correct driving habits firmly and requirements for road safety is being missed. Fortunately for District 2, we have a massive education program through the District Coordinator, Andrea Atran. When problems are brought to the attention of the teams, Andrea designs materials that can be used to disseminate information and guidelines to help correct the issues. For example: WHALE check stickers, Celebrate Safely materials, Occupant Protection banners, and handouts. My favorites are the newest additions...the cost-effective safety engineered Countermeasures for Intersections, Lane Departures, and Bike/Peds. I think programs like these would be a better educational approach for community relations than the canned ads from NHTSA and the Feds, especially in the rural areas.



Tailing Traffic Safety ON THE ROAD

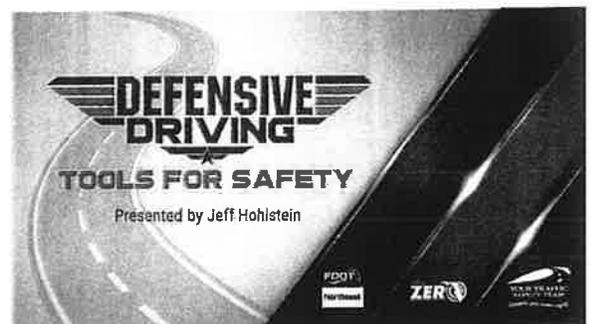
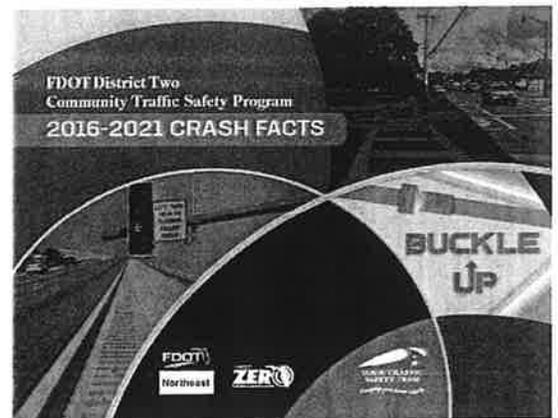
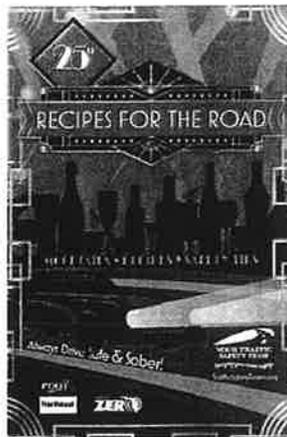


Have you seen these traffic safety messages at and about around town? District Two CTSP wrapped 40 fleet vehicle truck tailgates. The three traffic safety messages included occupant protection, bicycle safety and stop speeding reminders.

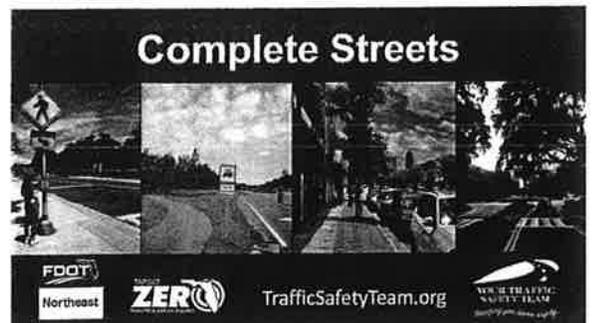
UPCOMING Traffic Safety News

Here is a sneak peek of new traffic safety campaigns, messages, and presentations coming soon! Be on the lookout for:

- District Two Six-Year Crash Data Reports
- Defensive Driving Tools for Safety, Presented by Jeff Hohlestien
- Complete Streets in Northeast Florida
- Learn About Micromobility
- New Walt's Wise Words
- Video Series: Road Rules for Teens and All Motorists
- 25th Annual *Recipes for the Road* and Celebrate Safely, Designate a Driver Program



If you have an upcoming event or an idea for community outreach that involves traffic safety, please let us know how we can help! We can share your event on our social media platforms, at team meetings, in an email, and highlight it in our next newsletter. Please email us at: trafficsafetyteam@dot.state.fl.us





October 17, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Transportation Disadvantaged Program -
Transportation Disadvantaged Community Transportation Coordinator Designation

RECOMMENDATION:

- **Recommend the use of the competitive request for proposals process to designate a Community Transportation Coordinator for Alachua County;**
- **Authorize the Executive Director to appoint a Technical Review Committee of at least three North Central Florida Regional Planning Council employees who have experience and knowledge of Florida's Transportation Disadvantaged Program; and**
- **Authorize the Technical Review Committee to review and assign points to the proposals, establish a numerical rank order of proposers and make a recommendation to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area concerning the designation of the Community Transportation Coordinator for Alachua County.**

BACKGROUND:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the Designated Official Planning Agency for the Transportation Disadvantaged Program in Alachua County. The Florida Commission for the Transportation Disadvantaged requires that the designated official planning agencies use the competitive request for proposals process to recommend the designation of non-governmental Community Transportation Coordinators at the end of each contract period.

MV Contract Transportation, Inc. is the designated Community Transportation Coordinator for Alachua County. MV Contract Transportation, Inc.'s Memorandum of Agreement will expire June 30, 2023. Therefore, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must use a competitive request for proposals process to recommend the Community Transportation Coordinator for Alachua County.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will accept proposals from qualified agencies or firms for the award of a contract to coordinate transportation services for the transportation disadvantaged in Alachua County. The selected contractor will be the designated Community Transportation Coordinator under Florida's Transportation Disadvantaged Program, as authorized by Chapter 427, Florida Statutes, and more fully described in Rule 41-2, Florida Administrative Code.

A Technical Review Committee will be appointed by the Executive Director. The Technical Review Committee will be comprised of at least three North Central Florida Regional Planning Council employees who have experience and knowledge of Florida's Transportation Disadvantaged Program. Each Technical Review Committee member will assign points to the proposals. A numerical rank order will be established for all proposals sent to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The proposals and rankings by the Technical Review Committee will be provided to the Alachua County Transportation Disadvantaged Coordinating Board for review. The Board may provide non-binding comments concerning the proposals to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will review the recommendations of the Technical Review Committee and any comments provided by the Alachua County Transportation Disadvantaged Coordinating Board and forward a recommendation to the Florida Commission for the Transportation Disadvantaged concerning the designation of the Community Transportation Coordinator including any terms of designation. The Florida Commission for the Transportation Disadvantaged will make the final designation.

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



CA.11

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

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October 17, 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 July 2022 - September 2022 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

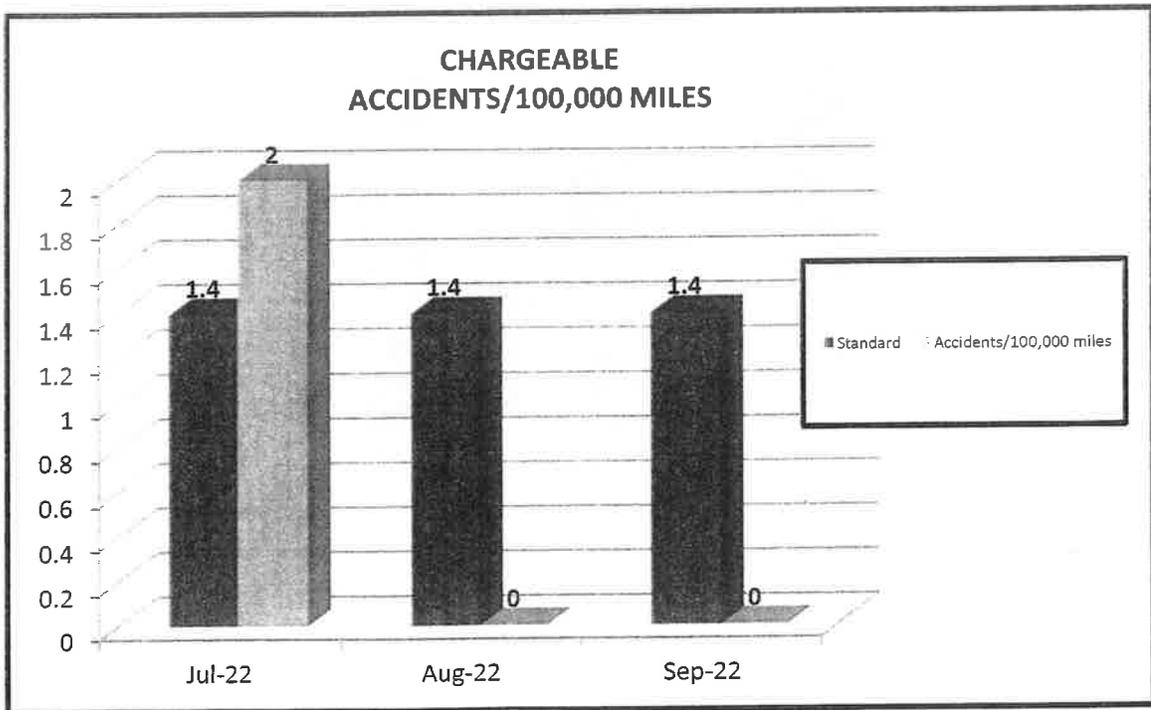
Attachments

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TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY JULY 2022 - SEPTEMBER 2022

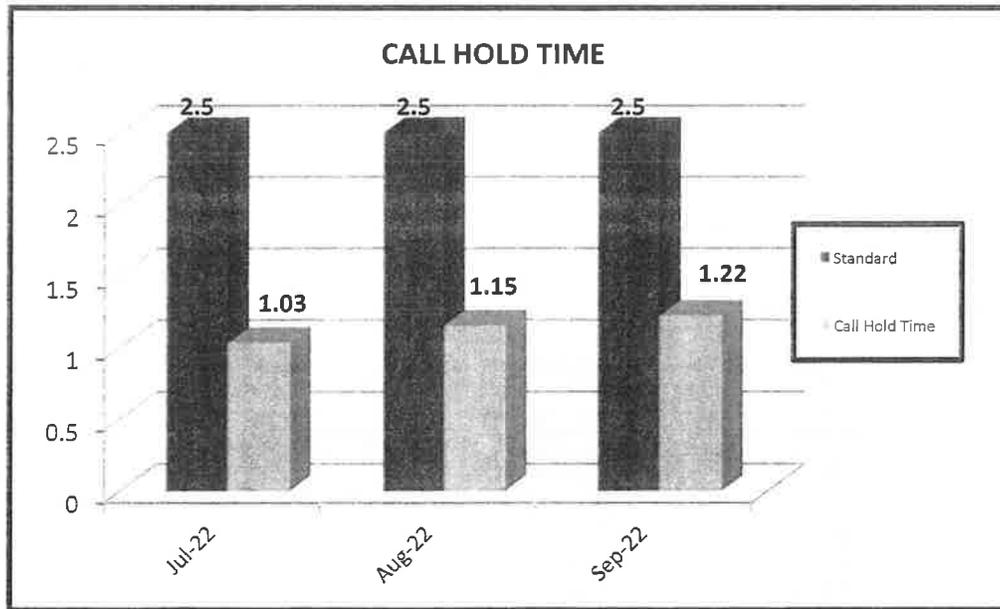
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Jul-22	1.4	2
Aug-22	1.4	0
Sep-22	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JULY 2022 - SEPTEMBER 2022**

MONTH	STANDARD	CALL HOLD TIME
Jul-22	2.5	1.03
Aug-22	2.5	1.15
Sep-22	2.5	1.22

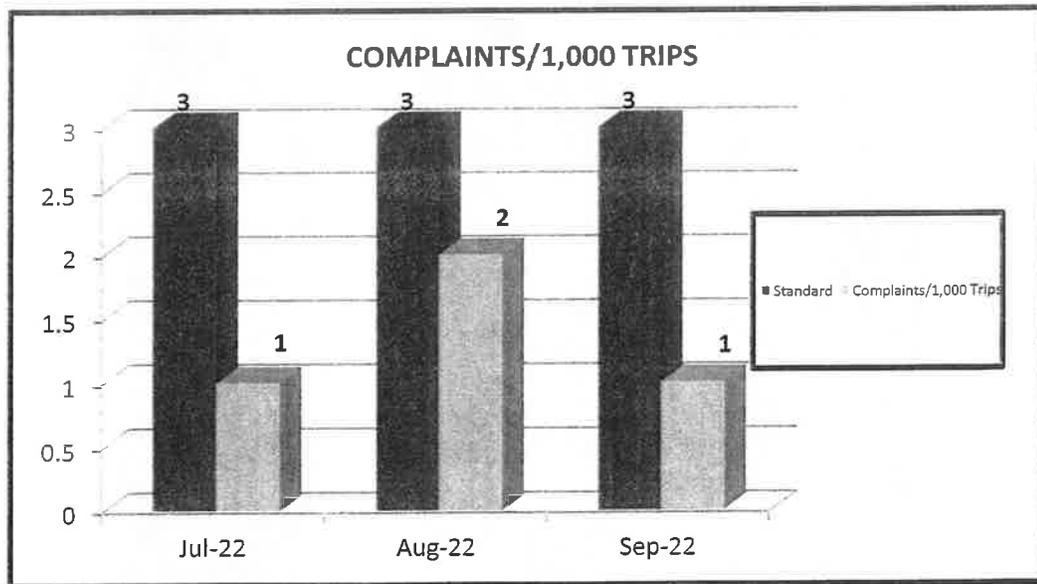


Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

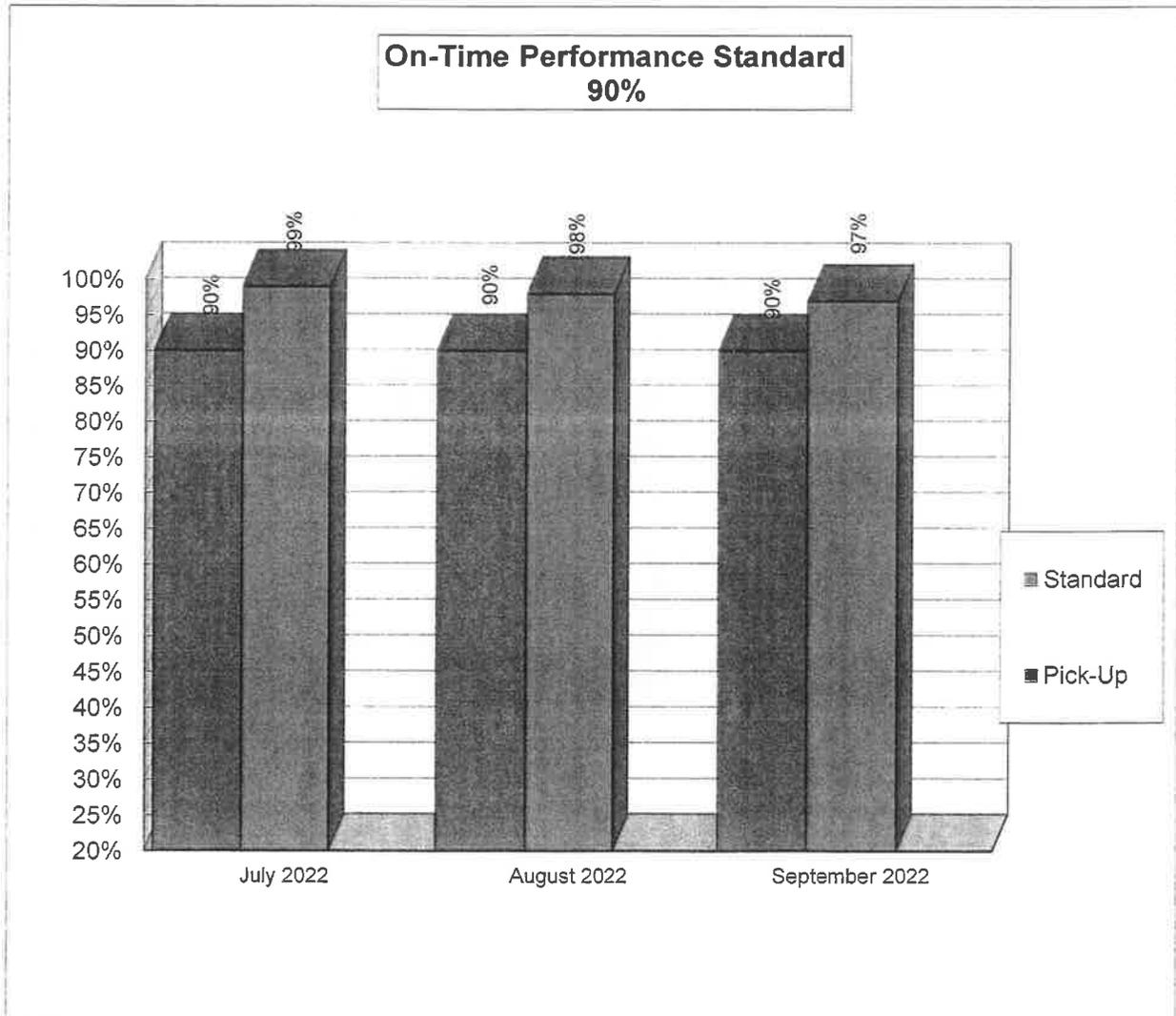
ALACHUA COUNTY, JULY 2022 - SEPTEMBER 2022

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jul-22	3	1
Aug-22	3	2
Sep-22	3	1



Source: MV Contract Transportation, Inc. Operations Report

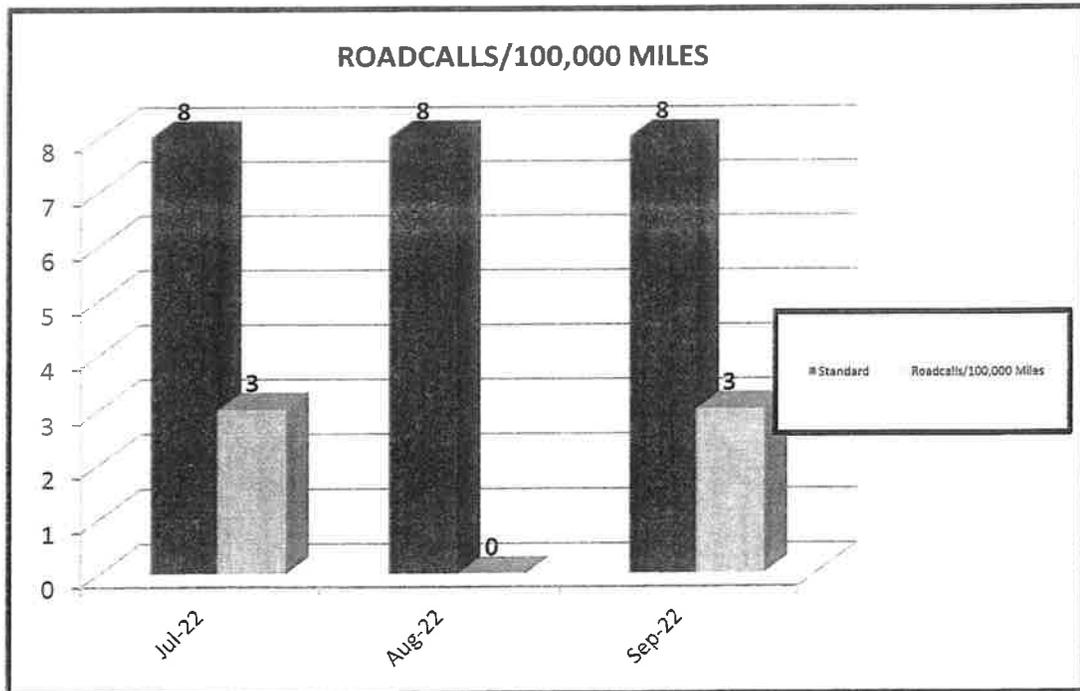
TRANSPORTATION DISADVANTAGED SERVICE PLAN
STANDARDS OF PERFORMANCE
ALACHUA COUNTY
JULY 2022 - SEPTEMBER 2022



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

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JULY 2022 - SEPTEMBER 2022**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jul-22	8	3
Aug-22	8	0
Sep-22	8	3



Source: MV Contract Transportation, Inc. Operations Report

Meeting

Agenda

Enclosures



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October 17, 2022

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment - American Rescue Planning Act of 2021 Federal Transit Administration Route Restoration Plan Grant Award

JOINT RECOMMENDATION

The Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add the American Rescue Planning Act of 2021 Federal Transit Administration Route Restoration Plan Project [4474452] (see Exhibit 1).

The Bicycle/Pedestrian Advisory Board did not meet due to lack of quorum.

BACKGROUND

At its July 11, 2022 meeting, the Metropolitan Transportation Planning Organization amended its Unified Planning Work Program to include an American Rescue Planning Act of 2021 planning grant award to the City of Gainesville Regional Transit System. The \$300,000 award is a Federal Transit Administration grant for a Route Restoration Plan.

Since then, the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add this project. This amendment is needed in order for the Regional Transit System to receive these federal funds.

Attachment

EXHIBIT 1

Mike Escalante

From: Joyner-Howard, Doreen [Doreen.Joyner-Howard@dot.state.fl.us]
Sent: Thursday, September 01, 2022 10:18 AM
To: Gomez, Jesus M.; Taulbee, Karen; Mike Escalante; Scott Koons
Cc: Allen, Margery E.; Sweigard, Kimberly A.; Brown, Achaia; Austin, Brian; Damato, Janell
Subject: RE: [EXTERNAL] RE: ARPA Route Restoration grant award - inclusion in STIP?

Good morning,

The non-budgeted project number has been established for the ARPA Route Restoration Grant Award. Please coordinate with the MTPO team for the TIP. Let me know if you have any questions or need any additional assistance.

447445-2

Item Segment: 447445-2 Display Map
Description: CITY OF GAINESVILLE ARPA ROUTE RESTORATION

Version Displayed: CA (CANDIDATE)
Version Requested: G1 (TENTATIVE)
Current Status: 000 - CANDIDATE LINE ITEM 08/29/2022
Transportation System: TRANSIT
Box Item: N
Work Mix: 8150 - URBAN CORRIDOR IMPROVEMENTS
Project Length: .000
Project Manager: JK/DH/JD
As of: 09/01/22, 10.15.55
Managing District: 02
Geographic District: 02
County: 26 - ALACHUA
Emergency:
Contract Type: 2 - EXTERN MNGD(NOT LAP)
Measurement Type: E - ENGLISH
Old Item:

\$300,000 FTA

Doreen Joyner-Howard, AICP
District Two Modal Development Manager
Florida Department of Transportation
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204-2730
(904) 360-5650
doreen.joyner-howard@dot.state.fl.us



Improve Safety, Enhance Mobility, Inspire Innovation, Foster Talent

From: Gomez, Jesus M. <gomezjm@cityofgainesville.org>
Sent: Tuesday, August 23, 2022 8:19 AM
To: Joyner-Howard, Doreen <Doreen.Joyner-Howard@dot.state.fl.us>; Taulbee, Karen <Karen.Taulbee@dot.state.fl.us>; Escalante, Mike <escalante@ncfrpc.org>; Koons, Scott <koons@ncfrpc.org>
Cc: Allen, Margery E. <allenme@cityofgainesville.org>; Sweigard, Kimberly A. <sweigardka@cityofgainesville.org>
Subject: FW: [EXTERNAL] RE: ARPA Route Restoration grant award - inclusion in STIP?

EXTERNAL SENDER: Use caution with links and attachments.

Doreen/Karen:

FYI. We were ready to submit this application to FTA for review but after being told that we do not need to include the project on the STIP, now we do. Please see email below from FTA.

The project is ARPA Route restoration grant for \$300,000 as shown on the updated UPWP pages 21-22 (see attached document).

Please let us know if you need any additional information to include this project on the STIP.

Thanks.



Jesus Gomez | Transit Director
Regional Transit System
Department of Transportation
Email: gomezim@cityofgainesville.org

From: McFarland, Chcolby (FTA) <colby.mcfarland@dot.gov>
Sent: Tuesday, August 23, 2022 7:56 AM
To: Allen, Margery E. <allenme@cityofgainesville.org>
Cc: Lavender, Brittany (FTA) <brittany.lavender@dot.gov>; Gomez, Jesus M. <gomezim@cityofgainesville.org>
Subject: [EXTERNAL] RE: ARPA Route Restoration grant award - inclusion in STIP?

Hi Margery,

For this program, all planning requirements will apply per the ARP Act of 2021. Please see the language below.

Thanks

(B) USE OF FUNDS.—Funds described in 10 subparagraph (A) shall be—
11 (i) available for immediate obligation,
12 notwithstanding the requirement for such
13 expenses to be included in a transportation
14 improvement program, long-range trans15
portation plan, statewide transportation
16 plan, or statewide transportation improve17
ment program under sections 5303 and
18 5304 of title 49, United States Code;

Colby McFarland

From: Allen, Margery E. <allenme@cityofgainesville.org>
Sent: Monday, August 22, 2022 3:36 PM
To: McFarland, Chcolby (FTA) <colby.mcfarland@dot.gov>
Cc: Lavender, Brittany (FTA) <brittany.lavender@dot.gov>; Gomez, Jesus M. <gomezim@cityofgainesville.org>
Subject: ARPA Route Restoration grant award - inclusion in STIP?

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Colby,

Recently RTS was notified its submitted project was selected for ARPA Route Restoration funding. We were thrilled to be selected and we're looking forward to initiating the project. We're almost done

with the application in TrAMS and are just waiting for the amended Unified Planning Work Program (amendment has been requested). Today I've learned that it must also be included in the FDOT STIP?

Regarding the project being included in the STIP, the NOFO (attached) did not mention this, although it does mention requiring project inclusion in the UPWP. The below slide was included in a 5/5/2021 FTA webinar, and compares the differences between the various types of emergency relief funding. ARP is clearly presented as not requiring TIP/STIP if the projects do not involve substantial changes to the function, location or capacity of the asset(s) involved (which is the case for RTS's project).

We can request inclusion in the STIP, but it will impact the timeline for the project and most likely will push its start date into 2023 as our MTPO only meets on a bi-monthly basis. Before we initiate the request with our local MTPO and FDOT, can you please clarify the STIP requirement?

Comparison of Funding Features		
	ARP	CARES Act & CRRSAA
Federal Share	100%	
Pre-Award Authority	All expenses must be incurred on or after January 20, 2020	
Eligible Expenses	Funds to be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation), unless the recipient certifies to the Administrator of the Federal Transit Administration that the recipient has not furloughed any employees	To the maximum extent possible, funds to be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation), unless the recipient certifies to the Administrator of the Federal Transit Administration that the recipient has not furloughed any employees
Period of Availability	Available until September 30, 2024	Available until expended. No lapse date
TIP/STIP	Projects are not required to be in the TIP or STIP if they do not involve substantial changes to the function, location, or capacity of the asset(s) involved	
DOL Certification	Relevant 5307/5311 DOL requirements apply	



Thank you very much for your time with this,

Margie
 Transit Grants Program Specialist
 352.393.7819



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Dixie • Gilchrist • Hamilton
Lafayette • Levy • Madison
Suwannee • Taylor • Union Counties

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October 17, 2022

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

STAFF RECOMMENDATION

Receive Presentation.

BACKGROUND

The Metropolitan Transportation Planning Organization will receive a presentation from the Florida Department of Transportation on passenger rail. Below are links to the Federal Rail Administration and Florida Department of Transportation Freight and Rail Office:

<https://railroads.dot.gov/>
<https://www.fdot.gov/rail>

Below are links to the 2015 Florida Rail System Plan and Appendices - Updated in 2018:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/plans/rail/2018/rail-plan_dec-2018.pdf?sfvrsn=40a652e2_2

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/plans/rail/2018/rail-plan-appendices_dec-2018.pdf?sfvrsn=9b317626_2

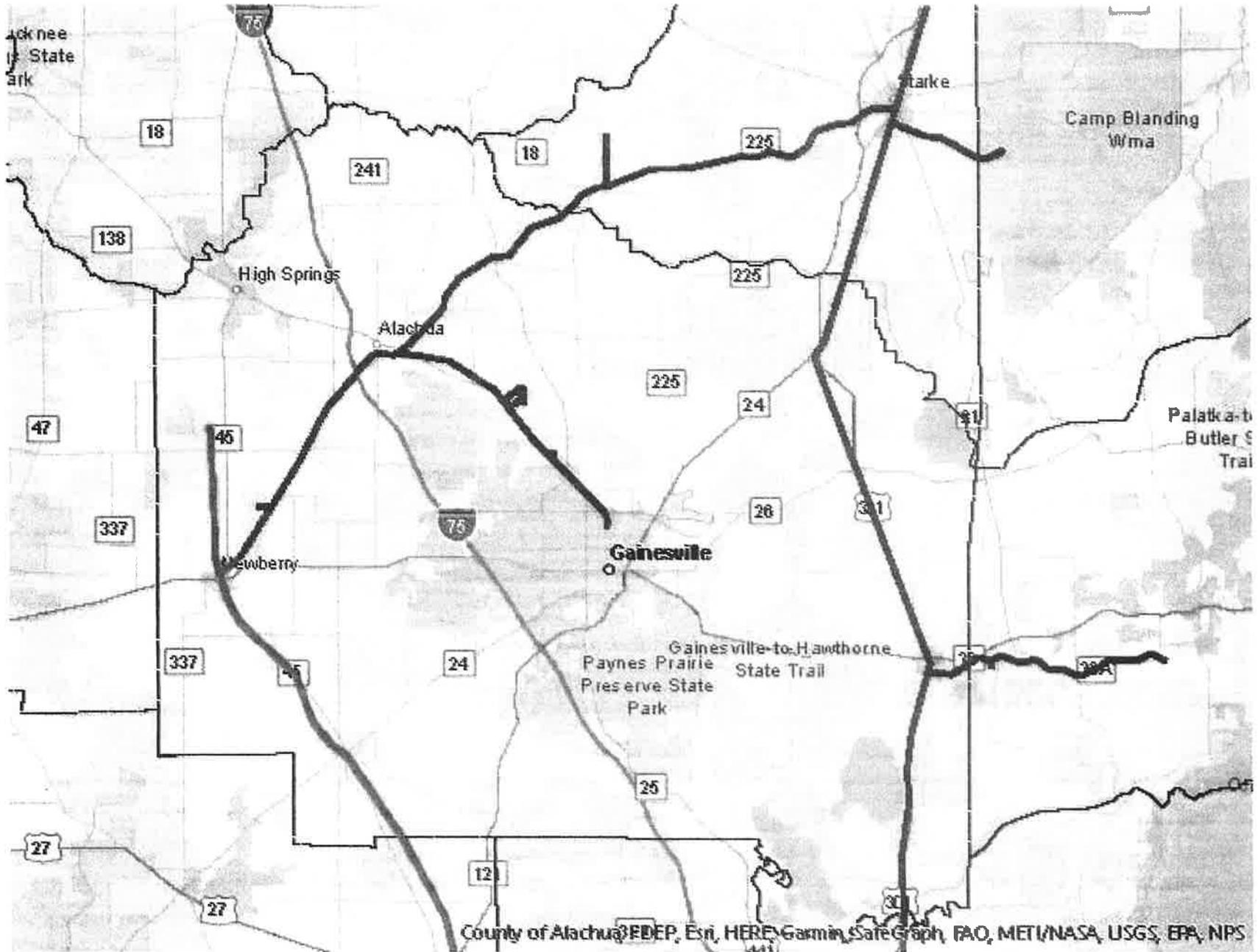
Attached are the following exhibits from the Florida Department of Transportation Freight and Rail Office webpage;

- Exhibit 1 - Alachua County Railroad Facilities Map;
- Exhibit 2 - Freight and Rail Office webpage excerpt;
- Exhibit 3 - 2015 Florida Rail System Plan - Updated in 2018 - Executive Summary;
- Exhibit 4 - 2015 Florida Rail System Plan - Updated in 2018 - Passenger Rail Map;
- Exhibit 5 - 2015 Florida Rail System Plan - Updated in 2018 - Amtrak Map;
- Exhibit 6 - 2015 Florida Rail System Plan - Updated in 2018 - Short Range Investments; and
- Exhibit 7 - 2015 Florida Rail System Plan - Updated in 2018 - Long Range Investments.

Attachments

t:\scott\sk23\mtpo\memo\passenger_rail_oct24.docx

EXHIBIT 1



County of Alachua, FDEP, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

EXHIBIT 2

Florida Department of Transportation Freight and Rail Office

605 Suwannee St Tallahassee, FL 32399
Tel: 850-414-2602
Fax: 850-414-4508

Rickey Fitzgerald, Office Manager
rickey.fitzgerald@dot.state.fl.us

Welcome!

The Freight and Rail Office (FRO) is committed to providing quality transportation networks that drive commerce, bringing freight into your everyday life.

The FRO is responsible for assisting in the development of Florida's rail system, both passenger and freight, and championing Florida's multimodal freight programs. The team develops and implements the Florida Rail System Plan, rail safety, rail project development/management, rail research, and Strategic Intermodal System (SIS) implementation. The FRO also provides leadership, policy guidance, and technical assistance to ensure efficient and effective freight movement throughout the state.

Mission Statement

The Freight & Rail Office (FRO) enhances Florida's economy and communities. The FRO aims for success through teamwork and efficiency by means of removing institutional, infrastructure, and funding bottlenecks to build a well-connected, reliable, and safe freight and rail network.

The FRO guides and implements freight & rail investments through:

- leveraging funding opportunities and implementing effective countermeasures that improve rail and motor carrier safety;
- enhancing multimodal networks that drive commerce, bringing freight into your everyday life; and
- researching emerging technologies and forging partnerships in a quickly evolving industry,
- supporting innovation

Railroad and Rail Service Links		
<u>Alabama & Gulf Coast Railway</u>	<u>First Central Railroad</u>	<u>Florida Midland Railroad</u>
<u>Norfolk Southern</u>	<u>SunRail</u>	<u>AN Railway</u>
<u>First Coast Railroad</u>	<u>Florida Northern Railroad</u>	<u>Port of Palm Beach Railroad</u>
<u>Tri-Rail</u>	<u>Bay Line Railroad</u>	<u>Florida East Coast Railway</u>
<u>Georgia & Florida Railnet</u>	<u>Seminole Gulf Rail</u>	<u>Amtrak</u>
<u>CSX</u>	<u>Florida Gulf & Atlantic Railroad</u>	<u>Jacksonville Port Terminal Railroad</u>
<u>South Central Florida Express</u>	<u>Federal Rail Administration</u>	-

2015

FLORIDA RAIL SYSTEM PLAN

RAIL

December 2018

FLORIDA RAIL SYSTEM PLAN - 2018 UPDATE

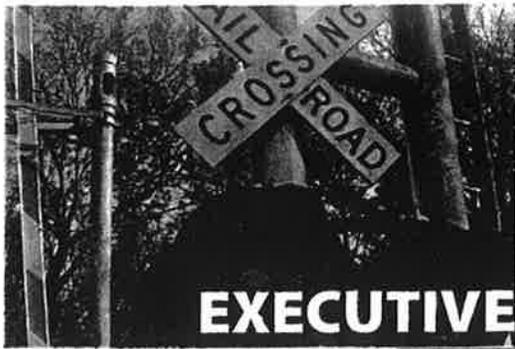
The Florida Department of Transportation (FDOT) Freight and Multimodal Operations Office (FMO) present this 2018 update of the 2015 Florida Rail System Plan. As new challenges have had a great impact on the needs and future projects identified in the 2015 Rail System Plan, FDOT prepared this update.

CHALLENGES

- New State Rail Plan Guidance was created in 2013 to set a standard format and elaborate on required elements of the plan to include a 5-year update cycle, and a requirement for states seeking capital grants under Sections 301, 302, and 501. See <https://www.fra.dot.gov/Page/PO511>. Thereafter, FDOT prepared a 2015 Rail System Plan that was completed in December 2015. The Plan was not published at that time, as major industry changes were expected and no public outreach had yet been conducted.
- Major industry changes occurred that impacted most of the rail mileage in Florida:
 - CSX hired Hunter Harrison in spring of 2017, and radically changed the company by imposing precision-scheduled railroading instead of a hub-and-spoke system. This approach has been continued by CSX leadership through 2018.
 - Grupo México Transportes (GMXT), the leading rail freight transportation company in Mexico, successfully completed the acquisition of Florida East Coast Railway in 2017.
 - Brightline began service in 2018 between West Palm Beach, Ft. Lauderdale, and Miami later in the year, and with plans to connect to Orlando and potentially to Tampa in the future.

APPROACH

- The FAST Act (Title 49, Section 22702) passage in December 2015 changed the 5-year update cycle to a 4-year update cycle.
- FDOT initiated this 2018 update to revise the inventory and needs aspects to reflect current conditions.
- This updated version of the plan was shared for public review, edited based on feedback, and is now published as the 2015 Rail System Plan - 2018 Update to meet Florida statute and Federal Railroad Administration (FRA) requirements.
- As industry changes continue to impact the rail industry in Florida, FDOT will address any changes in needs and future projects in the next full Rail System Plan update. These industry changes include the intention for CSX to sell track between Pensacola and Jacksonville to Florida Gulf and Atlantic Railroad, as well as Brightline partnering with Virgin Group.



EXECUTIVE SUMMARY

INTRODUCTION

The Florida Department of Transportation (FDOT) developed the *Rail System Plan* to guide the state's rail freight and passenger transportation planning activities and project development plans. This Plan complies with Section 341.302(3), Florida Statutes, which require an identification of priorities, programs, and funding levels required to meet statewide and regional goals. This Plan also meets the requirements embodied in the Federal Passenger Rail Investment and Improvement Act (PRIIA), as amended by the Fixing America's Surface Transportation Act (FAST Act) of 2015, and in the Federal Railroad Administration's (FRA) *State Rail Plan Guidance*. The plan describes the state's existing rail network, its challenges and opportunities, and rail-related economic and socio-environmental impacts of each rail mode. The plan also includes Florida's Rail Vision and Supporting Goals, along with both proposed publicly sponsored short and long-range capital improvements and policy recommendations to achieve the Vision and Goals.

FLORIDA'S RAIL SYSTEM

Freight rail is a vital asset to the State of Florida. Freight rail provides a critical link to business markets across the state, nation, and ultimately the world. Freight rail is a key component of the State's mobility network, as it provides:

- Opportunities to manage growing highway congestion;
- An economic resource that provides employment and business development opportunities; and
- A means to adapt to changing market conditions using technology and innovative management tools.

The freight rail network in Florida transports many of the goods consumers and businesses use every day. Historically, freight railroads primarily transport large, heavy bulky items for long distance that are usually inappropriate for truck or air cargo. However, more and more railroads are finding market 'niches' and competing with the trucking industry for lighter load short-haul products. Computers, fresh produce, medical equipment, and other items traditionally transported by long haul trucks are more frequently being carried by freight rail cars in containers.

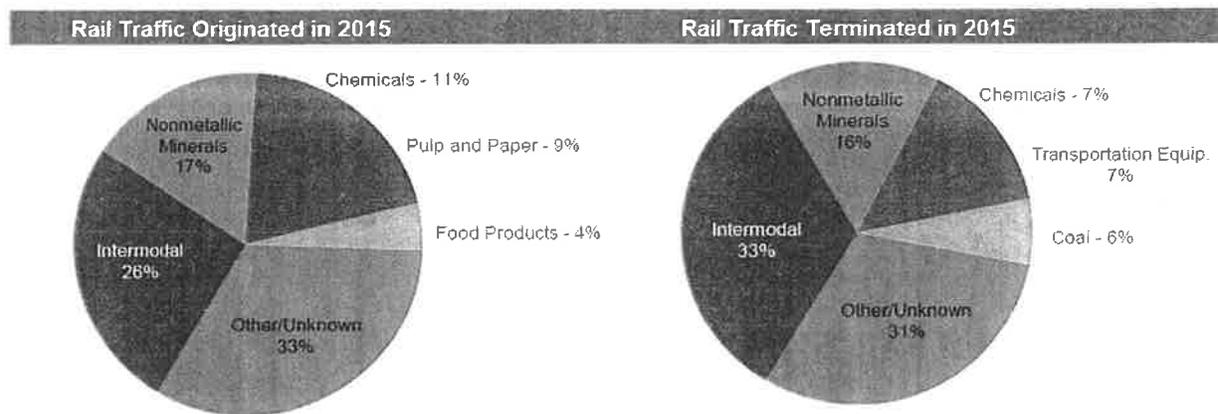
Railroads are classified based on their annual operating revenues. The class to which a carrier belongs is determined in accordance with the following revenue thresholds:

- Class I - \$447,621,226 or more
- Class II - Less than \$447,621,226 but in excess of \$35,809,698
- Class III - \$35,809,698 or less

These revenue thresholds are periodically updated to account for the impact of inflation. They were last updated in 2017. Railroads are reclassified upward or downward if they meet revenue requirements for three consecutive years. Florida's freight rail system is operated by two Class I railroads, one Class II railroad, and Class III railroads that are further categorized as switching and terminal railroads or short lines. The system consists of 2,743 mainline miles, excluding connector, siding, spur, storage, and yard miles.

The majority of rail mileage in the state is owned by the Class I carrier CSX Transportation (CSX), and Class II carrier Florida East Coast Railway (FEC). These railroads own a total of 2619 miles, or 68% of the statewide total. Class I Carrier Norfolk Southern Railway (NS), the short line railroads, and the State of Florida own the remaining miles in the state.

In 2015, Florida's freight railroads carried 83 million tons of freight that originated in, terminated in, or traveled through the state of Florida. The leading commodities are shown below.



Source: American Association of Railroads, 2017

Florida is served by three long-distance intercity trains operated by the National Railroad Passenger Corporation (Amtrak). Two commuter services, SunRail (serving the Orlando area) and Tri-Rail (serving southeast Florida) currently operate in the state. There are also four tourist railroads offering excursion trips and exhibits in the Central and Southern Florida regions.

Amtrak operates mostly over CSX Transportation (CSX) freight trackage, but also operates over state owned trackage between Deland, Orlando and Poinciana, and between Mangonia Park and Miami. The three long-distance Amtrak trains are: the *Silver Meteor* and the *Silver Star*, operating between New York and Miami, and the *Auto Train*, operating between Lorton, Virginia (south of Washington DC) and Sanford. A total of over 920,000 passengers boarded and alighted at the 18 Florida Amtrak stations in 2017. Of these 228,943 boardings and alightings were at Sanford, 133,248 were at Orlando, and 110,577 were at Tampa.

Operating since 1989, Tri-Rail links Miami, Fort Lauderdale, and West Palm Beach. Tri Rail is managed by the South Florida Regional Transportation Authority (SFRTA) along lines owned by the FDOT. The 72-mile system has 18 stations and connects to Metrorail and Metrobus, the Miami Airport, and to Amtrak at several stations. Tri-Rail service includes 50 weekday trains and 30 weekend/holiday trains. Tri-Rail's average weekday ridership is approximately 14,000.

SunRail service began on May 1, 2014. Phase 1 covers 32 miles with 12 stations along former CSX Transportation tracks connecting Volusia and Orange Counties through the City of Orlando. Phase 2 opened July 30 2018 and added four more stations and extended South 17.2 miles to Poinciana in Osceola County. SunRail currently runs 36 train trips per day, Monday through Friday, excluding holidays. Average daily ridership is approximately 5,000.

Florida has two long journey tourist trains, the Orlando Star Clipper Dinner Train and the Seminole Gulf Railway. Additionally, there are five other tourist or excursion trains. These attractions include the Walt Disney World Railroad, which features an original restored steam locomotive; the TECO Line Streetcar System, which provides trolley rides on restored Briney cars through downtown Tampa on more than two miles of streetcar trackage, and other long journey tourist trains that enact murder mysteries or other interactive theatre experiences.

RAIL IMPACTS

Freight rail facilitates the movement of goods and associated economic activity, reflecting the reallocation of intermediate goods for production and final goods for consumption. Freight volumes can be translated into economic impacts to demonstrate the role that rail activities provide in Florida's economy.

In terms of freight rail-related impacts, transport providers (CSX, FEC, NS and the short lines), and users (Florida rail shippers) create direct economic impacts through rail operations. Further, indirect impacts associated with suppliers, and induced impacts associated with the re-spending of income, are also quantified. The indirect and induced impacts are collectively known as multiplier effects. The same is true of passenger rail-related impacts, with transport providers (Amtrak, commuter rail operators and tourist trains) and users (residents and visitors).

Key freight impacts calculated using *IMPLAN* data include the employment (measured in terms of full-time-equivalent job-years), personal income (wages and salaries), and value added (or net economic activity or Gross State Product¹):

- *Employment* – Economic impacts of rail extend beyond the 4,990 direct employed in the provision of freight rail transport. When the freight user impact activities and multiplier effects are included, rail-related employment in Florida totals 738,840 jobs, which represent 7.0% of the 10.6 million jobs statewide.
- *Income* – \$34.2 billion earned by these total impacted employees represent 7.0% of Florida's total labor income.
- *Value-Added* – The combined value-added impact, \$57.9 billion, associated with the rail services and users represent 7.3% of the state's Gross State Product.

¹ 2013 dollars

Key passenger impacts calculated using *IMPLAN* data:

- *Employment* – Economic impacts of rail extend beyond the 970 directly employed in the provision of passenger rail transport. When the passenger rail user impact activities and multiplier effects are included, passenger rail-related employment in Florida totals 9,420 jobs.
- *Income* – A total of \$379.8 million is earned annually by these total impacted employees.
- *Value-Added* – A combined value-added impact of \$589.3 million is associated with the passenger rail services and users.

RAIL SYSTEM PLAN DEVELOPMENT PROCESS

FDOT is the designated State Rail Transportation Authority (SRTA) and State Rail Plan Approval Authority (SRPAA) for Florida. The *Rail System Plan* was developed under the authority and guidance of the Florida Department of Transportation's Freight and Multimodal Operations Office. The Freight and Multimodal Operations Office is comprised of various rail-related functions and areas of oversight. These areas include leadership, direction and support for rail staff activities, rail policy and technical support to executive leadership, and liaison with the private rail industry, the Federal Railroad Administration, and Amtrak. The office also has a role addressing multimodal freight issues and opportunities.

Freight and passenger railroads operating in the state were contacted to solicit information regarding their operations, projects or other needs, as well as their opinions regarding what the public sector could do to assist or improve the efficiency and expansion of rail in the state. Also, interviews were conducted for shippers located on the Class I, II and III railroad networks within the state to gather stakeholder input on the quality of rail service in Florida.

Various themes were raised during the outreach process regarding existing freight and passenger rail issues at the local, regional or state levels and the direction or actions that should be taken in the future. The major themes described include:

- Railroad concerns about maintaining their physical infrastructure.
- Shipper concerns about access to intermodal facilities and rail line capacity.

The plan is intended to integrate with and expand upon past Florida transportation plans including Florida's *Freight Mobility and Trade Plan* and updated *Florida Transportation Plan*.

FLORIDA'S RAIL VISION, GOALS AND INITIATIVES

Based on the comments obtained through the outreach effort, FDOT has developed the following vision statement for freight and passenger rail transportation in the state.

Florida Rail Vision Statement

"A safe, secure, reliable, efficient and well-maintained passenger and freight rail system enhancing quality of life, environmental stewardship, mobility, and economic competitiveness for Floridians through sustainable investments."

Rail service goals aligned with the vision statement were developed based on the rail-related benefits, issues and obstacles that had been identified. These goals are as follows:

- **Safety and Security:** Identify and support rail and rail-highway safety improvements and coordinate with appropriate partners to identify and implement security and emergency response plans.
- **Agile, Resilient, Quality:** Maintain and preserve rail infrastructure and service, and modernize the rail system.
- **Efficient and Reliable Mobility:** Emphasize improvements in on-time performance of passenger trains and for fluidity of the state's rail system for handling freight and passenger rail traffic.
- **More Transportation Choices:** Aggressively pursue opportunities for funding rail projects in cooperation with leaders at the local, regional, state, and national levels.
- **Economic Competitiveness:** Invest in rail system capacity improvements to enhance the interstate and intrastate movement of people and goods when public benefit can be demonstrated.
- **Quality Places:** Integrate rail and land use planning at the state, regional, and local levels.
- **Environment and Conserve Energy:** Integrate transportation and environmental decisions into the statewide, regional, and local planning processes.

CAPITAL INVESTMENT PROGRAMS AND FUTURE STUDIES

Based on identified needs and available funding sources, short and long-range proposed rail investment programs were developed for both freight and passenger rail. The projects are divided into short range and long-range projects, and financing will include a mix of funding sources.

Freight projects in the Rail Service and Investment Plan total between \$903.5 and \$909.5 million. Projects include rail infrastructure needs on several railroads and highway-rail crossing improvements. Passenger projects in the Rail Service and Investment Plan total to \$616 million. Projects include SunRail expansion and additional vehicles.

EXISTING FREIGHT AND PASSENGER RAIL SYSTEM

Class I Railroads

Two of the seven Class I railroads in the U.S. serve Florida – CSX Transportation (CSX) and Norfolk Southern Railway (NS). With few exceptions, the two systems are located, and dominate rail transportation, east of the Mississippi River. The location of all Class I, II, and III railroads appear in **Figure 2-2**.

Figure 2-2: Florida's Rail Line Locations

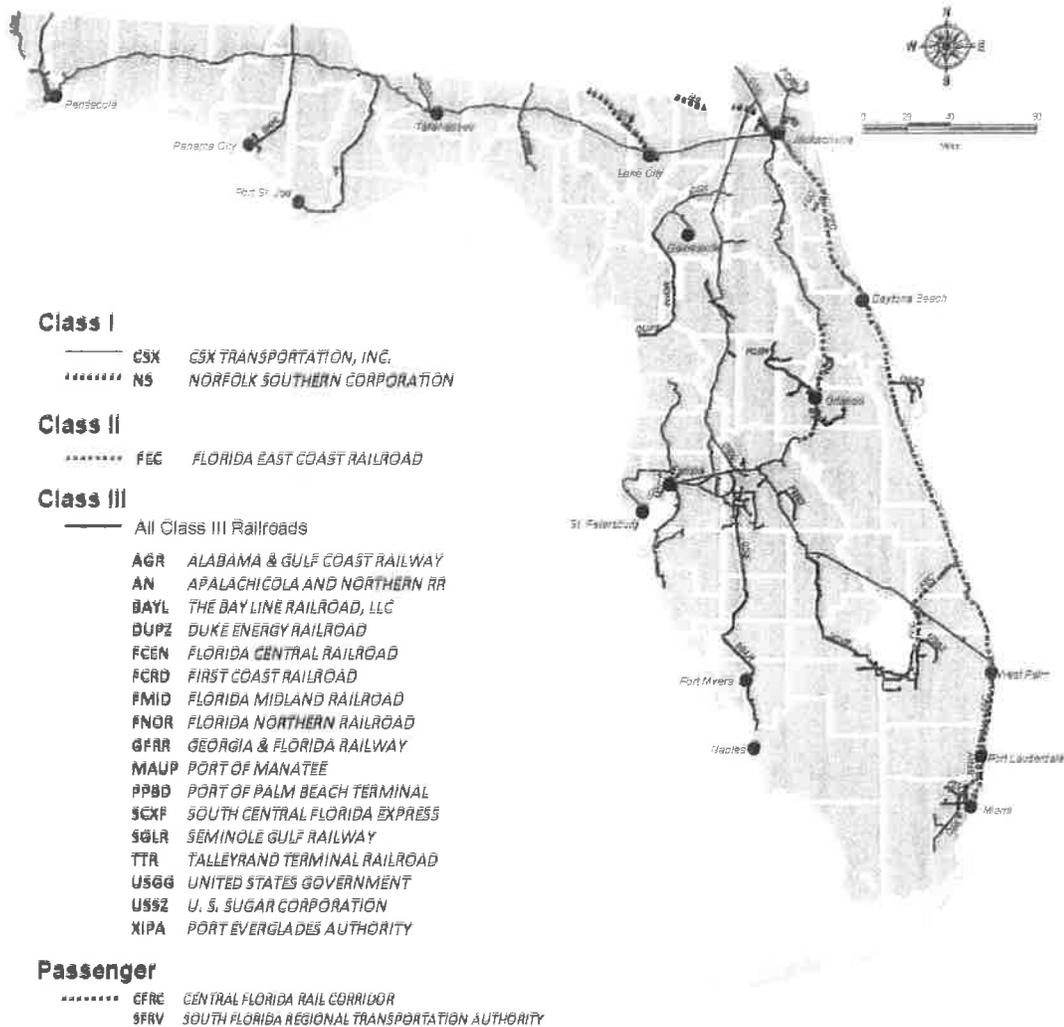
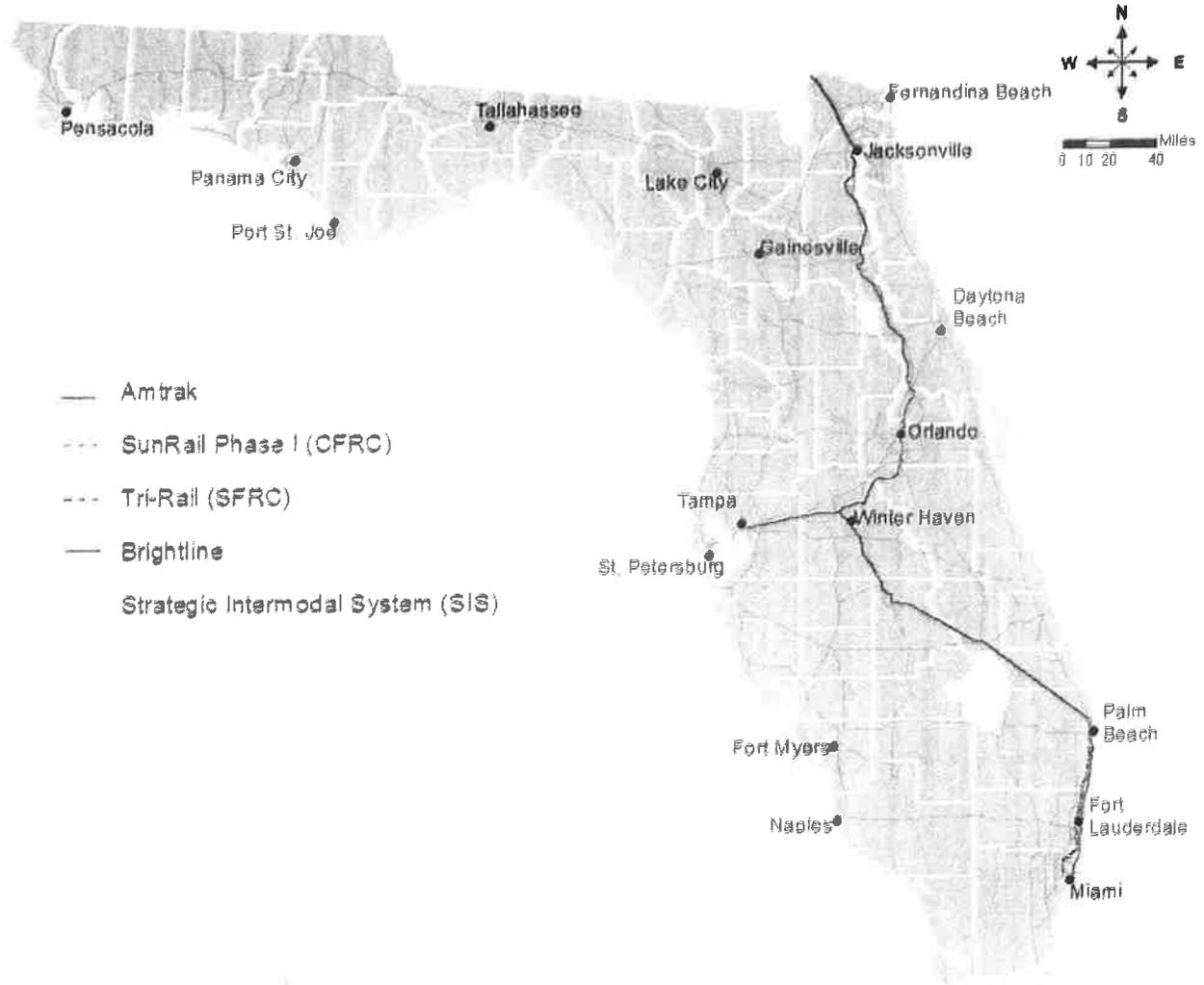


Figure 2-3: Florida's Passenger Rail System



Commuter Railroads

Tri-Rail System Overview

Tri-Rail is a commuter rail service connecting Palm Beach County in the north and Miami-Dade County in south Florida. Current operations are shown in **Figure 2-3** and enlarged in **Figure 2-4**. Service is provided between Miami Intermodal Center (MIC) in the south and Mangonia Park Station in the north, and service runs on the former CSX Miami Subdivision between Hialeah Market Station in Miami and the Mangonia Park Station. The line has shuttle connections to the two area international airports, Ft. Lauderdale and West Palm Beach, and an automated People Mover connection from the MIC to Miami International Airport. More detail on Tri-Rail appears in **Appendix E**.

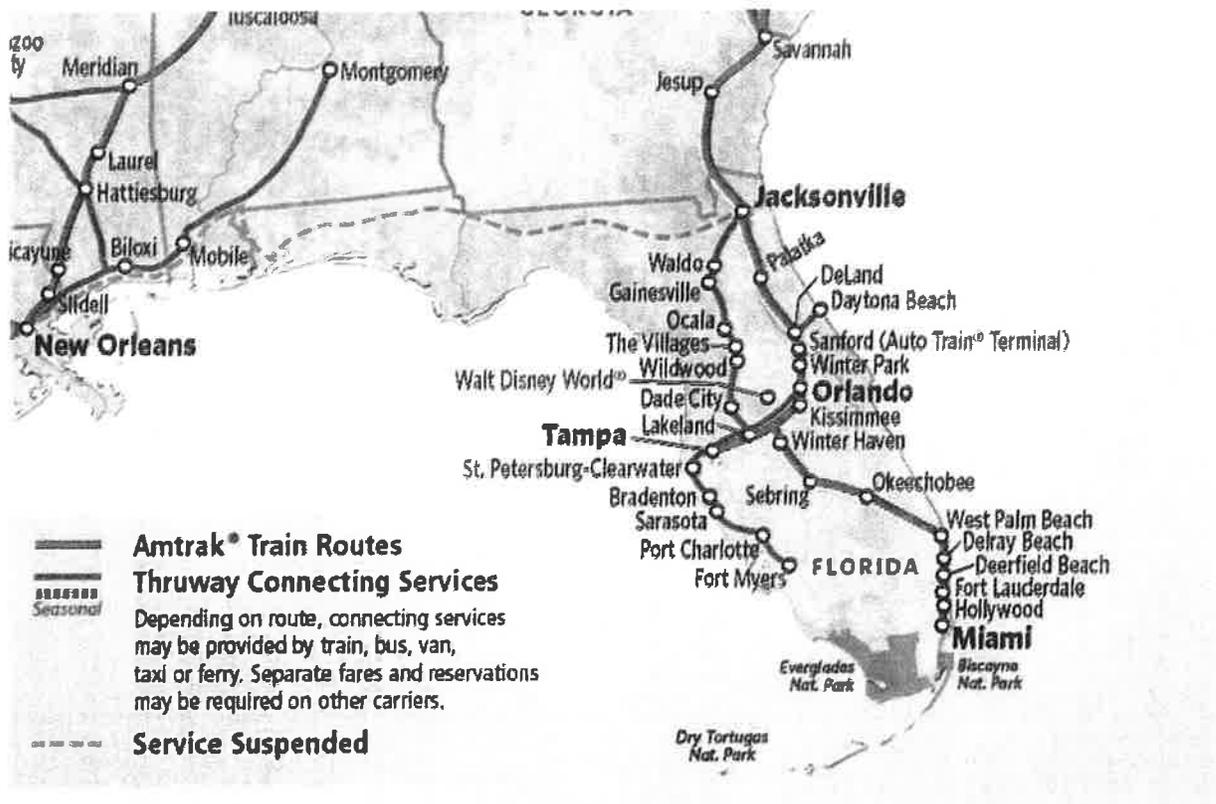
Amtrak Intercity Passenger Network

The state is served by three long-distance Amtrak trains, the *Silver Meteor*, *Silver Star*, and the *Amtrak Auto Train*, operates to and from Sanford. There is currently no intercity corridor service provided in the state, either by Amtrak or by other operators. Amtrak operates entirely over Class I railroad-owned and commuter rail trackage (owned by FDOT). Except for the *Auto Train*, Amtrak's frequency of service on its routes through Florida has remained relatively static over the years. *Auto Train* rolling stock include bi-level passenger cars and auto carriers.

The *Silver Meteor* and *Silver Star* operate with single-level equipment due to limited tunnel clearances between Washington and New York. The two trains are operated with coaches, sleeping cars, a diner, and a lounge car. The financial and operating performance of Amtrak trains is discussed in Section 2.1.4.

Amtrak routes in Florida, including over trackage shared with commuter railroads Tri-Rail in South Florida and SunRail in the Orlando area, appear in Figure 2-3. Additional detail on Amtrak services, including connecting Thruway bus services, appear in Appendices E and F.

Amtrak System in Florida



Source: Amtrak, 2017
(Not all stops are shown)



APPENDIX A: FREIGHT RAIL SERVICE AND INVESTMENT PROGRAM

Table A-1: Short-Range (1-4 Years) Rail Investment Program

Project Name	Project Description	Project Benefits	Estimated Cost (\$ millions)	Potential Funding Source
Eastport Yard - Install CPS/ABS from Grand Jct to SE Busch Yard	Install automatic block system to better facilitate crossovers and reduce delays	Improve operating efficiency and capacity	3.7	Railroad plus state and local sources
Welcome/Edison install CPS/ABS from Welcome to Edison	Install automatic block system to better facilitate crossovers and reduce delays	Improve operating efficiency, capacity and safety	7.1	Railroad plus state and local sources
Jax Double Track install crossover at Dinsmore	Double tracking for capacity and add crossover between tracks at Dinsmore	Improve operating efficiency, capacity and safety and security	1.8	Railroad plus state and local sources
Jax Double Track grand junction to Beaver St	Double tracking for capacity	Improve operating efficiency, capacity and safety and security	12.1	Railroad plus state and local sources
Jax Double Track convert industrial and Chinatown leads to mainline	Double tracking for capacity	Improve operating efficiency, capacity and safety	18.7	Railroad plus state and local sources
Jax Terminal Crossover at NE Amtrak Station	Add crossover between tracks at the Northeast Amtrak Station	Improve operating efficiency, capacity and safety	1.8	Railroad plus state and local sources
Intermodal Duval Yard Entrance additional track	Extend track at the Duval Yard entrance	Improve operating efficiency, capacity and safety	9.6	Railroad plus state and local sources
TSC Valrico Sub to NE Welcome	Upgrade track on the Valrico Subdivision	Improve operating efficiency and capacity	4.0	Railroad plus state and local sources
Plant City Siding 8,000 ft of siding	Extend siding by 8,000 feet	Improve operating efficiency, capacity and safety and security	5.8	Railroad plus state and local sources
TSC Plant City Sub to SE Welcome	Upgrade track on the Plant City Subdivision	Improve operating efficiency, capacity and safety	5.4	Railroad plus state and local sources
Edison Yard extend and upgrade track	Extend yard track and upgrade	Improve operating efficiency, capacity and safety	3.2	Railroad plus state and local sources
Port Everglades Auto Ramp	Enlarge lot for import/export autos and add 2 nd gate	Improve operating efficiency, capacity and safety and security	15.0	Railroad plus state and local sources
Bridge Rebuilds for Improved Velocity, Capacity & Weight	Harden bridges to increase efficiency and capacity	Improve operating efficiency and capacity	12.0	Railroad plus state and local sources

Project Name	Project Description	Project Benefits	Estimated Cost (\$ millions)	Potential Funding Source
Bowden crane track #5	Expand crane track 5 by 1,000 feet from 2,000 to 3,000 feet	Improve operating efficiency, capacity and safety	2.0	Railroad plus state and local sources
Bowden crane track #4	Extend crane track #4 to the north by 800 feet	Improve operating efficiency, capacity and safety and security	1.0	Railroad plus state and local sources
Bowden crane track #3	Two for one track adding 2,000 feet of additional track space	Improve operating efficiency and safety	2.0	Railroad plus state and local sources
Bowden Intermodal Entrance	Relocate Bowden TOFC entrance off of Gordon Street to align with a public road and traffic light	Improve operating efficiency, capacity and safety	5.0	Railroad plus state and local sources
Medley Lead Siding	1,900 run around track and lengthen to 6,500 ft siding	Improve safety and security	1.662	Railroad plus state and local sources
Hialeah Double Track New Yard Lead	Add 1,800 feet and direct access to auto yard	Improve operating efficiency, capacity and safety and security	0.510	Port plus State and local sources
Hialeah Yard Improvements (Automated Gate)	Automated gate systems for reduced truck delay entering/departing	Improve operating efficiency, capacity and safety	2.0	Port plus State and local sources
Andrews Avenue Yard Improvements	Install tracks for a new transload facility	Improve operating efficiency, capacity and safety	3.268	Port plus State and local sources
Upgrade and Replace Light Weight Rail	Install 135-pound industry standard carbon continuously welded rail	Improve operating efficiency, capacity and safety and security	18.129	Port plus State and local sources
Expand or Build New Cocoa Intermodal Yard	Relocate facility	Improve operating efficiency, capacity and safety	30.0	Port plus State and local sources
Double Track Gifford to Indrio	A-line upgrade and extension project that involves double track from Gifford to Indigo	Improve operating efficiency, capacity and safety and security	39.790	Port plus State and local sources
Pineda Turnout	Relocate North Pineda turnout north to MP 178.8 and construct two additional miles of track	Improve operating efficiency, capacity and safety	5.043	Port plus State and local sources
LNG Fueling Facility Enhancements	LNG fueling facility enhancements at yards	Improve operating efficiency, capacity and safety	2.0	Port plus State and local sources
Hialeah North-end Auto Ramp	Add additional track redesign parking bays, and add additional lighting	Improve operating efficiency, capacity and safety	1.207	Port plus State and local sources
Hialeah Diesel Storage Tank Repurpose	Tear down and remove unneeded storage tank for repurposing	Improve operating efficiency, capacity and safety and security	0.410	Port plus State and local sources
Hialeah Auto Ramp Lead	Connect south lead to north end auto ramp	Improve operating efficiency, capacity and safety and security	0.500	Port plus State and local sources
Hialeah Staging Drainage	Drainage solution that would allow pavement expansion to accommodate 53' units	Improve operating efficiency and capacity	0.733	Port plus State and local sources

Project Name	Project Description	Project Benefits	Estimated Cost (\$ millions)	Potential Funding Source
Hialeah Triangle Leveling	Clear out and level for future repurposed use	Improve operating efficiency, capacity and safety and security	0.123	Port plus State and local sources
Highway-rail crossing improvements	Improvements to 140 to 180 crossings statewide	Enhance safety at crossings	36.0	State sources
Short-Range Freight Total			\$266.6	

Table A-2: Long-Range (5-25 Years) Proposed Rail Investment Program

Project Name	Project Description	Project Benefits	Estimated Cost (\$ millions)	Potential Funding Source
FEC auto handling facility	Construct new facility replacing Hialeah facility	Enhance ability to attract and retain traffic	\$50.0	TBD
FCEN track rehab	Install new welded rail	Improve operating efficiency, capacity and safety	\$7.0	TBD
FMID track rehab	Installation of 28,000 crossties, 30 miles of welded rail, and 33 miles of surfacing	Improve operating efficiency, capacity and safety	\$18.5	TBD
FNOC track rehab	Installation of 60,000 crossties, 35 miles of welded rail, and 87 miles of surfacing	Improve operating efficiency, capacity and safety	\$24.0	TBD
GFRR bridge and track rehab	Rehabilitation of nine bridges, installation of 28,000 ties, track surfacing, and crossing improvements	Improve operating efficiency, capacity and safety	\$17.3	TBD
SGLR bridge and track rehab	Bridge and track improvements	Improve operating efficiency, capacity and safety	\$4.0 - \$10.0	TBD
Highway-rail crossings	Crossing improvements to between 560 and 720 crossings statewide	Enhance safety at crossings	\$120.0	TEB
Grade Separations	Priority grade separations as identified in the Railroad Highway Crossing Inventory tool, and refined with stakeholders	Improve operating efficiency, capacity and safety	TBD	TBD
New rail	S Line to A Line (Plant City)	Improve operating efficiency, capacity and safety	TBD	TBD
New rail	SV Line to A Line (Plant City)	Improve operating efficiency, capacity and safety	TBD	TBD
CSX / Seminole Gulf Railway	Arcadia, DeSoto County to Lee County	Improve operating efficiency, capacity and safety	TBD	TBD
CSX Transportation	Build bridge over railroad tracks at SR-60 / Hopewell	Improve operating efficiency, capacity and safety	TBD	TBD
CSX Transportation	Rehabilitate Passenger Rail for 95 miles from Collier -Lee Co. border to Ona, Hardee Co.	Improve operating efficiency, capacity and safety	TBD	TBD
CSX Transportation	Build bridge over railroad at SR-50 (Ridge Manor)	Improve operating efficiency, capacity and safety	TBD	TBD
Dolphin/East-West Extension	Build a heavy rail (Tri-Rail) corridor from the MIC to FIU's Sweetwater Campus	Improve operating efficiency, capacity and safety	TBD	TBD
East/West Corridor Extension	Develop a heavy rail line between FIU and the MIC at MIA	Improve operating efficiency, capacity and safety	TBD	TBD
SGLR Infrastructure Improvements - PH I	The project will upgrade SGLR track for a total distance of 14 miles	Improve operating efficiency, capacity and safety	TBD	TBD
SGLR Infrastructure Improvements - PH II	Project to continue upgrading and expanding the rail infrastructure in Lee County	Improve operating efficiency, capacity and safety	TBD	TBD

Project Name	Project Description	Project Benefits	Estimated Cost (\$ millions)	Potential Funding Source
Rail Study	Study the feasibility of a rail connection from RSW to the Florida Fuel Connection Petroleum Products Logistics and Distribution Facility in Clewiston	Improve operating efficiency, capacity and safety	TBD	TBD
Lee County Rail Intermodal	A rail intermodal yard for transloading and storing petroleum products	Improve operating efficiency, capacity and safety	TBD	TBD
Enhanced crosswalk	Maine Ave at Crystal Lake Acres Dr	Enhance safety at crossings	TBD	TBD
Enhanced crosswalk	Maine Ave at Reynolds Rd	Enhance safety at crossings	TBD	TBD
Rail Line Expansion	Sebring Airport	Improve operating efficiency, capacity and safety	TBD	TBD
Long-Range Freight Total			\$190.8 - \$196.8	

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	<i>CANCELLED</i>	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

2009 NW 67th Place, Gainesville, FL 32653

www.ncfrpc.org/mtpo