# Meeting Packet August 16, 2023 3:00 p.m.







Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



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

August 9, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Mary Alford, Chair

**SUBJECT:** Meeting Announcement

On <u>August 16, 2023 at 3:00 p.m.</u>, 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 <u>John R. "Jack" Durrance Auditorium, Alachua County Administration Building</u>, Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

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# AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium Alachua County Administration Building Gainesville, Florida 3:00 p.m. August 16, 2023

# 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 #191

II. Transportation Improvement Program Amendment -Section 5310 Capital Grant - Small Urbanized Area City of Gainesville Regional Transit System Grants and Miscellaneous APPROVE STAFF RECOMMENDATION

The Florida Department of Transportation has requested that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program for Fiscal Year 2022-23 to Fiscal Year 2026-27 to add the Section 5310 Capital Grant project.

Page #195

III. Transportation Improvement Program Amendment -Roll Forward Projects APPROVE JOINT RECOMMENDATION

The Florida Department of Transportation has requested that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program for Fiscal Year 2023-24 to Fiscal Year 2027-28 to include those projects with uncommitted funds from Fiscal Year 2022-23.

Page \*215

IV. Metropolitan Transportation Planning Organization RECEIVE STATUS REPORT Reapportionment Status Report

Every ten years, the Metropolitan Transportation Planning Organization is required to consider adjustments to its area of jurisdiction and governance.

# Page #251

# V. Florida Metropolitan Planning Organization Advisory Council - Weekend Institute Report

RECEIVE REPORT

A member of the Metropolitan Transportation Planning Organization requested an opportunity to report on the Weekend Institute training. This item was deferred from the June 5, 2023 Metropolitan Transportation Planning Organization meeting.

# Back Cover

# VI. Next Meeting

FOR INFORMATION ONLY

The next Metropolitan Transportation Planning Organization meeting is scheduled for October 2, 2023 at 3:00 p.m.

#### VII. Comments

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

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.

D. Chair's Report\*

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

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



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

John R. "Jack" Durrance Auditorium and Via Communications Media Technology Gainesville Florida 3:00 p.m. August 16, 2023

## STAFF RECOMMENDATION

Page #7 CA. 1 Minutes - June 5, 2023

APPROVE MINUTES

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

Page \*17 CA. 2 Year 2050 Long-Range Transportation Plan - Request for Proposal - Scope of Services

APPROVE JOINT RECOMMENDATION

Every five years, the Metropolitan Transportation Planning Organization is required to update its long-range transportation plan. The update is due by August 24, 2025.

Page #19 CA. 3 Fiscal Year 2021-22 Audit

ACCEPT AUDIT AND APPROVE PAYMENT

The Metropolitan Transportation Planning Organization needs to accept the audit report and approve payment of the invoice for auditor services.

Page #49 CA. 4 Fiscal Year 2023-24 Budget

APPROVE STAFF RECOMMENDATION

This budget establishes revenue and expenditure levels for the fiscal year.

Page \*53 CA. 5 Gainesville Metropolitan Area Parks and School Zone Speed Limits

APPROVE STAFF RECOMMENDATION

The Metropolitan Transportation Planning Organization discussed school zone speed limits at its June 5, 2023 meeting.

Page #55 CA. 6 Gainesville Metropolitan Area School Zone Cameras APPROVE STAFF RECOMMENDATION

The Metropolitan Transportation Planning Organization discussed school zone camera traffic enforcement at its June 5, 2023 meeting.

Page \*77 CA. 7 Year 2050 Long-Range Transportation Plan Update - Revenue Forecast

FOR INFORMATION ONLY

The Florida Department of Transportation released its 2050 Revenue Forecast Handbook that includes 2050 revenue forecasts for metropolitan planning organizations.

Page #85 CA. 8 2020 Census Urban Areas Status Report -

FOR INFORMATION ONLY

Transportation Management Area Designation

The Florida Department of Transportation has provided notification of Transportation Management Area designation of the Metropolitan Transportation Planning Organization.

Page \*115 CA. 9 Freight Mobility and Trade Plan

FOR INFORMATION ONLY

The Florida Department of Transportation is developing an update of its Freight Mobility and Trade Plan which includes a series of public comment forums.

Page \*153 CA. 10 Regional Modeling for Long-Range Transportation Plans FOR INFORMATION ONLY

The Florida Department of Transportation has provided information concerning regional transportation modeling.

Page #157 CA. 11 Florida Department of Transportation
Performance Measures - Target Zero Flyer

FOR INFORMATION ONLY

The Florida Department of Transportation has provided a Target Zero flyer.

Page \*161 CA. 12 Florida Department of Transportation North Central Region Economic Fact Sheet

FOR INFORMATION ONLY

The Florida Department of Transportation has provided an economic fact sheet.

Page #167 CA. 13 Transit Ridership Status Report

FOR INFORMATION ONLY

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

Page \*183 CA. 14 Transportation Disadvantaged Program - Status Report

FOR INFORMATION ONLY

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

Consent

Agenda

**Enclosures** 

John R. "Jack" Durrance Auditorium Gainesville, Florida

June 5, 2023 5:00 p.m.

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

IN PERSON

Bryan Eastman

See Exhibit A

Mary Alford, Chair

Ed Book

Achaia Brown/Greg Evans

Charles Chestnut IV

Ken Cornell

Linda Dixon/Curtis Reynolds

Desmon Duncan-Walker

Cynthia Moore Chestnut

Anna Prizzia

Reina Saco

Harvey Ward

Marihelen Wheeler

Casey Willits

**STAFF PRESENT** 

Scott Koons

Michael Escalante

MEMBERS PRESENT
VIA COMMUNICATIONS
MEDIA TECHNOLOGY

Gloria James

CALL TO ORDER - June 5, 2023

Chair Mary Alford called the meeting to order at 5:03 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

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

### II. TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2023-24 TO 2027-28

Scott Koons, Executive Director, stated that the Transportation Improvement Program is the most important document that is approved each year by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for federal and state transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in this document. He discussed the draft Transportation Improvement Program and answered questions regarding projects. He reported that there were no projects for State Road 24 (Archer Road) and reviewed the transportation planning process. He also reported corridor traffic counts and reviewed corridor cross-sections.

MOTION: Commissioner Cornell moved to recommend that the Metropolitan Transportation Planning Organization approve its Fiscal Years 2023-24 to Fiscal Year 2027-28 Transportation Improvement Program. Mayor Ward seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
Ed BOOK	X			70 37 31	
	D Own A	Serie!	Charles CHESTNUT IV	X	
	78	TEN.	Ken CORNELL	X	
Desmon DUNCAN-WALKER	X				
Cynthia MOORE CHESTNUT	X				
	a la	SUGE.	Anna PRIZZIA	X	
Reina SACO	X			The state of	STITE OF
Harvey WARD	X				
Casey WILLITS	X	TO COLL			
		5 TX 5 C	Mary ALFORD	X	
Totals	6	0		4	0

Motion passed unanimously.

Commissioner Wheeler was not present at the time of this roll call vote.

#### III. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN REVISION PUBLIC HEARING

Mr. Koons discussed the Year 2045 Long-Range Transportation Plan Cost Feasible Plan and the proposed revision concerning additional capacity on State Road 24 (Archer Road) between SW 122nd Street (Parker Road) and SW 75th Street (Tower Road) and answered questions. He stated the Title VI Policy and reviewed the Year 2045 Long-Range Transportation Plan Vision and Principles, Year 2045 Needs Plan evaluation criteria and Year 2045 Cost Feasible Plan.

The following persons spoke at the public hearing:

- Roberta Lopez, City of Archer resident, discussed the proposed project and public transit to Archer;
- Emily Hind, Bicycle/Pedestrian Advisory Board member, discussed bicycle and pedestrian safety;
- Kathleen Pagan, City of Gainesville resident, discussed bicycle and pedestrian safety;
- Fletcher Hope, City of Archer Commissioner, discussed the project and the rail/trail path; and
- Tony Hammond, City of Archer Manager, discussed the proposed project and a sewer project.

Chair Alford closed the public hearing.

# IV. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN REVISION

Mr. Koons reviewed the joint recommendation.

Several members discussed pedestrian safety concerns.

Jeffrey Hays, Alachua County Growth Management Department Acting Director, discussed Alachua County Mobility Plan projects.

A member discussed his concern for non-auto users funding capacity expansion.

MOTION: Commissioner Cornell moved to administratively modify its Year 2045 Long-Range Transportation Plan Cost Feasible Plan (see Exhibit 1) to include the following footnote:

The State Road 24 (Archer Road) four-lane capacity project between the Gainesville Metropolitan Area boundary SW 122nd Street (Parker Road) and SW 75th Street (Tower Road) from the Year 2045 Needs Plan is notated with the Year 2045 Cost Feasible Plan in order to demonstrate the intent of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to include the project in the Year 2050 Cost Feasible Plan Update.

			SW 91st Street	SW 75th Street	Widen to 4 lanes/2 dedicated transit lanes [Mobility Plan]	1.5	
10*_	14.1	Archer Road (SR 24)	SW 122nd Street	SW 91st Street	Widen to 4 lanes divided	2.5	\$52.6

Commisioner Chestnut IV seconded the motion.

## FRIENDLY AMENDMENT:

Commissioner Cornell moved to authorize the Chair to send a letter to the Legislative Delegation for support of an earmark funding allocation for the four-laning of State Road 24 (Archer Road). Commissioner Chestnut IV accepted the amendment.

Commissioner Willits moved to split the motion. Commissioners Cornell and Chestnut IV accepted the splitting of the motion.

## **SPLIT MOTION PART ONE:**

Commissioner Cornell moved to administratively modify its Year 2045 Long-Range Transportation Plan Cost Feasible Plan (see Exhibit 1) to include the following footnote:

The State Road 24 (Archer Road) four-lane capacity project between the Gainesville Metropolitan Area boundary SW 122nd Street (Parker Road) and SW 75th Street (Tower Road) from the Year 2045 Needs Plan is notated with the Year 2045 Cost Feasible Plan in order to demonstrate the intent of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to include the project in the Year 2050 Cost Feasible Plan Update.

			SW 91st Street	SW 75th Street	Widen to 4 lanes/2 dedicated transit lanes [Mobility Plan]	1.5	
10*	14.1	Archer Road (SR 24)	SW 122nd Street	SW 91st Street	Widen to 4 lanes divided	2.5	\$52.6

# Commissioner Chestnut IV seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
Ed BOOK	X				TOLS.
			Charles CHESTNUT IV	X	
		Wall-R	Ken CORNELL	X	
Desmon DUNCAN-WALKER	X				
			Anna PRIZZIA	X	501
Reina SACO	X				L. Common of the last
Harvey WARD	X		Committee of the Commit		
		2011	Marihelen WHEELER	X	
Casey WILLITS	X				
	W 157 EQ	NEGEN	Mary ALFORD	X	
Totals	5	0		5	0

Motion passed unanimously.

Commissioner Cynthia Chestnut was not present at the time of this roll call vote.

## **SPLIT MOTION PART TWO:**

Commissioner Cornell moved to authorize the Chair to send a letter to the Legislative Delegation for support of an earmark funding allocation for the four-laning of State Road 24 (Archer Road). Commissioner Chestnut IV seconded. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
Ed BOOK	X				
	and last	ALL SE	Charles CHESTNUT IV	X	
	To be	215	Ken CORNELL	X	
Desmon DUNCAN-WALKER	X				
			Anna PRIZZIA	X	100 H
Reina SACO		X		Carpub in	
Harvey WARD		X			
	N RATE	148 5	Marihelen WHEELER	X	
Casey WILLITS		X		11500	
	of PALLS	100	Mary ALFORD	X	
Totals	2	3		5	0

Motion failed due to lack of a favorable vote by Mayor and City Commissioners.

Commissioner Cynthia Chestnut was not present at the time of this roll call vote.

# V. LIST OF PRIORITY PROJECTS FOR FISCAL YEARS 2024-25 TO 2028-29

Mr. Koons stated that, each year, priorities for unfunded projects are submitted to the Florida Department of Transportation. He said that these priorities are used by the Department to develop its Tentative Work Program. He discussed the draft List of Priority Projects and answered questions. He noted two new projects not included in the previous List of Priority Projects - the SW 47th Avenue Extension from State Road 121 (SW 34th Street) to State Road 331 (Williston Road) and the State Road 24 (Archer Road) four-laning project from SW 122nd Street (Parker Road) to SW 75th Street (Tower Road).

MOTION: Commissioner Cornell moved to approve the List of Priority Projects for Fiscal Years 2024-25 to 2028-29. Commissioner Chestnut IV seconded the motion.

#### FRIENDLY AMENDMENT:

Commissioner Prizzia moved to revise the Transportation System Priorities Table 1 to add State Road 24 (Waldo Road) Bicycle/Pedestrian Safety Enhancement from State Road 26 (East University Avenue) to State Road 222 (NE 39th Avenue) as Priority 32. Commissioners Cornell and Chestnut IV accepted the amendment.

# MOTION AS AMENDED:

Commissioner Cornell moved to approve the List of Priority Projects for Fiscal Years 2024-25 to 2028-29 as revised to add State Road 24 (Waldo Road) bicycle/Pedestrian Safety Enhancement from State Road 26 (East University Avenue) to State Road 222 (NE 39th Avenue) as Priority 32. Commissioner Chestnut IV seconded the motion; motion passed unanimously.

#### IV. PEDESTRIAN CROSSING SAFETY

Mr. Koons stated that the Metropolitan Transportation Planning Organization discussed pedestrian crossing safety at its previous meeting.

Toni Fulton, Alachua County Sheriff's Office School Crossing Guard Coordinator, and Captain Jayson Levy, Alachua County Sheriff's Office School Crossing Guard Program Supervisor, discussed the School Crossing Guard Program and answered questions.

Alison Moss, Alachua County Senior Transportation Planner, provided information concerning recent school zone speed detection and monitoring (automated enforcement) legislation.

Ms. Fulton discussed school zone speed criteria and answered questions.

A member discussed speeding concerns adjacent to parks, particularly Cone Park.

Deborah Leistner, Gainesville Transportation Planning Manager, discussed the implementation of a pedestrian-actuated crossing on East University Avenue adjacent to Cone Park. She noted that this project did not address speed.

MOTION: Commissioner Duncan-Walker moved to authorize the Chair to send a letter to the Florida Department of Transportation to consider a speed limit reduction adjacent to Cone Park. Commissioner Cornell seconded the motion.

#### FRIENDLY AMENDMENT:

Commissioner Cornell moved to add a referral of speed detection cameras to staff. Commissioner Duncan-Walker accepted the amendment.

Captain Levy discussed Alachua County Traffic Safety Team activities and speed reduction strategies.

#### FRIENDLY AMENDMENT:

Commissioner Prizzia moved to add of speed limit reduction adjacent to parks and schools. Commissioners Duncan-Walker and Cornell accepted the amendment.

Ms. Moss discussed a Safe Streets Study.

## **MOTION AS AMENDED:**

#### Commissioner Duncan-Walker moved to:

- 1. Authorize the Chair to send a letter to the Florida Department of Transportation to consider a speed limit reduction adjacent to Cone Park, as well as other parks and schools; and
- 2. Refer to staff for recommendations concerning installation and monitoring school zone speed detection cameras.

Commissioner Cornell seconded the motion; motion passed unanimously.

Several members discussed Parker Road school zone and County Road 222 (NW 39th Avenue) school zone speed limits.

Ms. Moss discussed the Bicycle/Pedestrian Master Plan and protected bikelanes.

Ms. Leistner discussed resurfacing project evaluations for consideration of bicycle and pedestrian safety features.

Emily Hinds discussed NW 16th Avenue pedestrian crossing safety.

Ms. Leistner discussed the Cone Park pedestrian signal and noted that it featured a red signal.

A member discussed inviting the Alachua County Traffic Safety Team to the next meeting.

It was a consensus of the Metropolitan Transportation Planning Organization to invite the Alachua County Traffic Safety Team to the next meeting.

#### FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL IV. WEEKEND INSTITUTE REPORT

Chair Alford stated that a member participated in a Metropolitan Planning Organization Advisory Council Weekend Institute session and requested an opportunity to make a report to the Metropolitan

Transp	portation Planning Organization.	
It was Metro	a consensus of the Metropolitan Transportation politan Planning Organization Advisory Council	Planning Organization to defer the last last last last last last last last
V. Mr. Ko	NEXT METROPOLITAN TRANSPORTATION coons stated that the next scheduled meeting is Augusta	
VI.	COMMENTS  A. FLORIDA DEPARTMENT OF TRANSPOR	TATION REPORT
There	was no report.	
	B. PUBLIC	
There	were no public comments.	
There	C. METROPOLITAN TRANSPORTATION Plus were no member comments.	LANNING ORGANIZATION MEMBERS
	D. CHAIR'S REPORT	
There	was no Chair's report.	
ADJO	OURNMENT - The meeting was adjourned at 4:23	o.m.
 Date		Marihelen Wheeler, Secretary/Treasurer

Date

# **EXHIBIT A**

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Toni Fulton	Corbin Hanson*	Dekova Batey*	Victoria Kutney
Emily Hinds	Jeffrey Hayes	Cynthia Curry	
Jason Levy	Alison Moss	Jesus Gomez	
	Alan Yeatter	Deborah Leistner	
		Andrew Persons*	

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<sup>\*</sup> Via communications media technology # Provided written comments



Metropolitan Transportation Planning Organization Minutes
June 5, 2023

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

John R. "Jack" Durrance Auditorium Alachua County Administration Building Gainesville, Florida 5:00 p.m. June 5, 2023

## STAFF RECOMMENDATION

Page #7 CA. 1 Minutes - April 3, 2023

APPROVE MINUTES

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

Page #15 CA. 2 Federal Transit Administration Funding Direct Recipient Recognition APPROVE RESOLUTION

The City of Gainesville Regional Transit System requested recognition from the Metropolitan Transportation Planning Organization as a direct recipient of Federal Transit Administration funding

Page \*21 CA. 3 Unified Planning Work Program Administrative FOR INFORMATION ONLY Modification Fiscal Year 2022-23 and Fiscal Year 2023-24

The Executive Director has administratively modified the Unified Planning Work Program for Fiscal Years 2022-23 and 2023-24 to address a City of Gainesville Regional Transit System request to update the due date for the Transit Development Plan and Alachua County becoming the responsible agency for the Alachua Countywide Bicycle/Pedestrian Master Plan.

Page \*27 CA. 4 Florida Department of Transportation Performance Measures - April 2023 Update FOR INFORMATION ONLY

The Florida Department of Transportation has provided a Safety Performance Measure update that safety data is to be provided through the Signal Four Analytics website.

Page \*31 CA. 5 Transportation Improvement Program
Amendments for Fiscal Years 2023-24 to 2027-28
Florida Department of Transportation Response

The Florida Department of Transportation has provided scopes of work for the Interstate 75 planning projects and the Trail Rehabilitation Study.

Page \*45 CA. 6 State Road 20 (NW 8th Avenue) Lane Repurposing FOR INFORMATION ONLY Meeting Materials

The Florida Department of Transportation and City of Gainesville jointly conducted a public meeting concerning the State Road 20 (NW 8th Avenue) Lane Repurposing project.

Page #59 CA. 7 Transit Ridership Status Report

FOR INFORMATION ONLY

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

Page #75 CA. 8 Transportation Disadvantaged Program Alachua County Transportation
Disadvantaged Board Appointments

REAPPOINT TIFFANY MCKENZIE, CAROLINE RUFF-LOONEY AND ALBERT LINDEN

Tiffany McKenzie has reapplied to serve as the Community Action Agency voting representative. Caroline Ruff-Looney has reapplied to serve as the alternate Community Action Agency representative. Albert Linden has reapplied to serve as the Veterans voting representative.

Page #77 CA. 9 Transportation Disadvantaged Program - Status Report

FOR INFORMATION ONLY

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



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August 9, 2023

Council

North

Central

Florida

Regional Planning

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Year 2050 Long-Range Transportation Plan - Request for Proposal - Scope of Services

#### JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization:

- 1. Approve the Request for Proposal (see Exhibit 1) for the development of the 2050 Long-Range Transportation Plan Update, including:
  - A. Supporting documents such as the Socio-Economic Report and Public Participation Plan; and
  - B. Revisions provided by the Long-Range Transportation Plan Working Group concerning Alachua County staff comments; and
- Authorize the Executive Director to make appropriate modifications to the Scope of Services and Socio-Economic Report to implement and document the Visum model platform.

### BACKGROUND

Currently, the Metropolitan Transportation Planning Organization is coordinating with the Florida Department of Transportation to convert the Gainesville Urbanized Area Transportation Study four-step model from the Cube Voyager platform to the PTV Group Visum platform. Subsequent to the advisory committee meeting packet being distributed, Florida Department of Transportation Central Office staff conducted a meeting with its modeling consultant, its model platform consultant and Metropolitan transportation Planning Organization staff. The result of the meeting is that a conversion of the current four-step Gainesville Urbanized Area Transportation Study model is anticipated to be completed by the end of 2023.

This would make the Gainesville Urbanized Area Transportation Study model available to the Metropolitan Transportation Planning Organization Year 2050 Long-Range Transportation Plan Update consultant in January 2024.

The advisory committees were provided a revised scope of services for review and recommended its approval subject to revisions to be made by the Long-Range Transportation Plan Working Group. The Long-Range Transportation Plan Working Group, which includes representatives from Alachua County Growth Management Department, City of Gainesville Transportation Department, Florida Department of Transportation and University of Florida Planning Division, reviewed the draft Scope of Services and has forwarded it for your approval.

The draft Scope of Services fully addresses United States Department of Transportation (Federal Highway Administration and Federal Transit Administration) long-range transportation plan requirements. However, the draft Scope of Services may need some revisions as a result of the model platform conversion.

Attachment



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August 9, 2023

North

Central

Regional Planning

Council

Florida

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Fiscal Year 2021-22 Audit

# **RECOMMENDATION**

Accept the audit report for Fiscal Year 2021-22 and approve the invoice for payment to the auditor as recommended by the Audit Review Committee.

## BACKGROUND

Attached please find a copy of the auditor's report for the fiscal year ended September 30, 2022. In December 2022, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appointed Commissioner Marihelen Wheeler and Commissioner Casey Willits to an Audit Review Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also decided to have Commissioner Wheeler serve as Committee Chair.

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

More specific comments relating to the report are given in sequence as they appear in the document. On Page 4, you can see that the auditor's report indicates that the records audited "...present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as of September 30, 2022, and the changes in financial position and the respective budgetary comparisons for the year then ended in accordance with accounting principles generally accepted in the United States of America."

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

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

Page 2 Metropolitan Transportation Planning Organization August 9, 2023

Page 13 is a "Statement of Revenues, Expenditures and Changes in General Fund Balance." Please note that with respect to revenues collected versus those budgeted, revenues received were (0.4) percent less than budgeted amounts. With respect to expenditures, funds expended were (2.2) percent less than budgeted amounts. The difference in the revenues received and the expenditures made are reflected in the increase in the Metropolitan Transportation Planning Organization's "General Fund Balance" of \$13,364.

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

The audit also contains various reports on compliance, internal control and management on Pages 21 through 27. In these reports, no material weaknesses or problems were cited. Consequently, there were no findings of non-compliance or reportable conditions (see Page 23).

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

# Audit Review Committee Meeting

The Audit Review Committee met with the Auditor to review the audit and recommends to the Metropolitan Transportation Planning Organization acceptance of the audit report for Fiscal Year 2021-22 and approval of the invoice for payment in the amount of \$7,750 to the auditor.

Attachment

# **ANNUAL FINANCIAL REPORT**

For the Fiscal Year Ended September 30, 2022

# METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended September 30, 2022

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# **FINANCIAL SECTION**



1359 S.W. Main Blvd. Lake City, FL 32025 Phone 386.755.4200 Fax 386.719.5504

#### INDEPENDENT AUDITOR'S REPORT

To the Chair and Members of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Gainesville, Florida

#### **Opinions**

We have audited the accompanying financial statements of the governmental activities and the major funds of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the "Organization") as of and for the year ended September 30, 2022, and the related notes to the financial statements, which collectively comprise the Organization's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major funds of the Organization as of September 30, 2022, and the respective changes in financial position thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

#### **Basis for Opinions**

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Organization and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Organization's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

# Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. 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 generally accepted auditing standards will always detect a material misstatement when it exists. 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, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit
  procedures that are appropriate in the circumstances, but not for the purpose of expressing
  an opinion on the effectiveness of the Organization's internal control. Accordingly, no such
  opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Organization's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

#### Other Information

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

Management is responsible for the other information included in the annual report. The other information comprises the schedule of expenditures of federal awards but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

# Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report dated June 30, 2023, on our consideration of the Organization's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Organization's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the Organization's internal control over financial reporting and compliance.

**POWELL & JONES CPA** 

Powel & Joxes

Lake City, Florida June 30, 2023

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

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

### Report Layout

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

#### **Basic Financial Statements**

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

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

#### **Condensed Financial Information**

Condensed financial information from the Statements of Net Position as of September 30, 2022 and 2021, follow:

Governmental Activities/
Total Government
September 30.

Governmental Activities/

	September 66,					
	2022	2021				
Assets:						
Cash	<b>\$ 122,087</b>	\$ 112,716				
Receivables	233,635_	180,891				
Total assets	355,722	293,607				
Liabilities:						
Accounts payable	169,996	121,245				
Contract advance	100,000	100,000				
Total liabilities	269,996	221,245				
Net Assets:						
Unrestricted	85,726	72,362				
Total net assets	\$ 85,726	\$ 72,362				

During the year ended September 30, 2022, there was an increase of \$13,364 in net position, due to normal operations during the year.

Condensed versions of the Statement of Activities for the years ended September 30, 2022 and 2021 follow:

**Total Government** September 30, 2022 2021 Revenues Program revenues 24,000 \$ 24,000 Member dues \$ **Operating grants** 558,012 631,269 Other 339 201,011 In-kind contributions 154,328 856,280 **Total revenues** 736,679 **Expenses** 847,786 Transportation planning services 723,654 Total expenses 723,654 847,786 13,025 8,494 Change in net assets 63,868 72,362 Beginning net assets 72,362 85,387 \$ **Ending net assets** \$

# **Governmental activities**

Transportation planning program activities remained similar to the prior year except that total expenses decreased approximately 14.6% and total revenues decreased approximately 13.9%.

# **Capital Assets and Debt Administration**

#### **Capital Assets**

At September 30, 2022, the Organization had no capital assets titled in its name. All of the capital assets utilized in the Organization's programs are owned by North Central Florida Regional Planning Council, its administering agency.

# **Debt Outstanding**

At September 30, 2022, the Organization had no outstanding debt.

#### **Financial Contact**

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

# STATEMENT OF NET POSITION September 30, 2022

	Governmental Activities	
ASSETS		
Current assets		
Cash	\$	122,087
Accounts receivable		233,635
Total assets	\$	355,722
LIABILITIES		
Current liabilities		
Accounts payable	\$	169,996
Contract advance		100,000
Total liabilities		269,996
NET POSITION		
Unrestricted		85,726
Total net position		85,726
Total liabilities and net position	\$	355,722

See notes to financial statements.

# STATEMENT OF ACTIVITIES

For the Fiscal Year Ended September 30, 2022

					Net	Expenses
			Program Revenues Operating		and Change in Net Position	
					Gov	ernmental/
			G	rants and	Activities	
	i	Expenses	Co	ntributions	Total	
Governmental activities:						
General government						
Transportation planning services	\$	723,654	\$	712,679	_\$	(10,975)
Total governmental activities	\$	723,654	\$	712,679		(10,975)
General revenues:						
Member dues						24,000
Other						339
						24,339
Increase in net position						13,364
Net position - October 1, 2021						72,362
Net position - September 30, 2022		20			\$	85,726

See notes to financial statements.

# BALANCE SHEET GOVERNMENTAL FUND September 30, 2022

	_Ge	neral Fund
ASSETS		
Cash	\$	122,087
Accounts receivable		233,635
Total assets	\$	355,722
LIABILITIES		
Accounts payable	\$	169,996
Contract advances		100,000
Total liabilities		269,996
EUND DALANGE		
FUND BALANCE		
Unassigned		85,726
Total fund balance		85,726
Total liabilities and fund balance	\$	355,722

See notes to financial statements.

# METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

## STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL

For the Fiscal Year Ended September 30, 2022

				Va	ariance
				Fina	al Budget
	Budgeted	l Amounts	Actual	Actual Positive	
	Original Final		Amounts	(Negative)	
REVENUES					
State of Florida, Department					
of Transportation grants and contracts	\$ 684,500	\$ 528,600	\$ 528,613	\$	13
State of Florida, Transportation					
Disadvantaged Commission	25,000	29,700	29,738		38
Member dues - Alachua County	9,600	9,600	9,600		<u>=</u>
Member dues - City of Gainesville	14,400	14,400	14,400		#
Special project planning - Alachua County	40,000	単	t; <del>=</del> 5		*
Special project planning - City of Gainesville	40,000	÷	;5 <b>.</b> €3		
Special project planning - University of Florida	20,000	=	352		Ē
Other	=	800	339		(461)
In-kind contributions (FDOT)	156,900	156,900	154,328		(2,572)
Total revenues	990,400	740,000	737,018		(2,982)
EXPENDITURES					
Professional contractual services	824,000	564,500	558,702		5,798
Other	9,500	18,600	10,624		7,976
In-kind services (FDOT)	156,900	156,900	154,328		2,572
Total expenditures	990,400	740,000	723,654		16,346
Net change in fund balance	Ę	ā	13,364		13,364
Fund balance, October 1, 2021	72,362	72,362	72,362		-
Fund balance, September 30, 2022	\$ 72,362	\$ 72,362	\$ 85,726	\$	13,364

See notes to financial statements.

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

NOTES TO FINANCIAL STATEMENTS September 30, 2022

#### NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

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

- A. Reporting entity As required by generally accepted accounting principles, these financial statements present the Organization and any component units, entities for which the primary government is considered to be financially accountable. There are no entities that would be considered component units of the Organization.
- **B.** Basic financial statements Basic financial statements are presented at both the government-wide and fund financial level. Both levels of statements categorize primary activities as either governmental or business-type.

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

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

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

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

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. A 120 day availability period after year end is

used for revenue recognition. Expenditures are recorded when the related fund liability is incurred.

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

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

The Organization reports the following fund:

#### General Fund

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

- D. Cash and cash equivalents As applicable year to year, the Organization considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents.
- E. Cash and Investments Cash deposits are held by a bank qualified as a public depository under Florida law. All deposits are insured by Federal depository insurance and collateralized with securities held in Florida's multiple financial institution collateral pool as required by Chapter 280, Florida Statutes.
- F. Pervasiveness of Estimates The preparation of financial statements in conformity with generally accepted accounting principles required management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.
- G. Fund Balances As of September 30, 2022, fund balances of the governmental funds are classified as follows:

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

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

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

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

<u>Unassigned</u> – all other spendable amounts. As of September 30, 2022, fund balances are composed of the following: Unassigned \$ 85,726

Total fund balance \$ 85,726

#### NOTE 2. BUDGETARY PROCESS

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

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

#### NOTE 3. CONCENTRATION OF CREDIT RISK

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

- a. Accounts and grants receivable Substantially all of the Organization's receivables are for amounts due from federal, state and local governmental agencies under cost reimbursement contracts. The Organization has no policy requiring collateral or other security to support its receivables.
- b. Cash and cash equivalents At September 30, 2022, the carrying amount of the Organization's bank deposits was \$122,087. All deposits with financial institutions were 100% insured by federal depository insurance or by collateral provided by qualified public depositories to the State Treasurer pursuant to the Public Depository Security Act of the State of Florida. The Act established a Trust Fund, maintained by the State Treasurer, which is a multiple financial institution pool with the ability to assess its member financial institutions for collateral shortfalls if a member fails.

#### NOTE 4. CONTINGENT LIABILITIES

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

#### **OTHER INFORMATION**

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# METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE

For the Fiscal Year Ended September 30, 2022

Federal Grantor/Pass-Through Grantor/ State Grantor Program Title	FAIN/ CSFA Number	Grantor's Number	Program Award/ Matching Amount	Received/ Reported Prior Year	Current Year Revenues	Current Year Expenditures
FEDERAL AWARDS			matering random	1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Novembes	Expenditures
Federal Highway Administration						
Passed through						
Florida Department of Transportation						
Highway Planning and Construction						
2020-21/2021-22						
FAIN # 0241-058-M						
Grant Award: FPID # 439318-3-14-01	20.205	G1N92	\$ 967,686	\$ 296,719	\$ 215,102	\$ 215,102
State Match: FPID # 439318-3-14-01			301,650	150,825	106,714	106,714
2022-23/2023-24						
FAIN # 0241-060-M						
Grant Award: FPID # 439318-4-14-01	20.205	G2889	2,037,997		36,303	36,303
State Match: FPID # 439318-4-14-01			475,877	-	2	
			3,783,210	447,544	358,119	358,119
Federal Transit Administration						
Passed through						
Florida Department of Transportation						
Metropolitan Planning Grants						
2020-21						
FAIN # 1001-2019-12						
Grant Award: FPID # 411762-3-14-21	20.505	G1W01	200.744	113,991	86.753	86,753
State Match: FPID # 411762-3-14-21			50,186	50,186	30,100	50,700
2021-22				00,200		
FAIN # 2021-01-00						
Grant Award: FPID # 411762-3-14-22	20.505	G2483	190,455		190,455	190,455
State Match: FPID # 411762-3-14-22			47,614		47,614	47,614
			488,999	164,177	324,822	324,822
Total Federal Awards			4,272,209	410,710	528,613	528,613
Total State Match			875,327	201.011	154,328	154,328
Total State Match			675,327	201,011	154,328	154,326
STATE FINANCIAL ASSISTANCE						
Florida Department of Transportation						
Commission for Transportation Disadvantaged						
FM/Job # 432029-1-14-01						
Grant Award: 2021-22	55.002	G1X87	25,643	3,846	21,797	21,797
Grant Award: 2022-23	55.002	G2915	25,615	5,540	7.941	7,941
Total State Financial Assistance			51,258	3,846	29,738	29,738
				- 3,540	20,100	25,758
Total Federal and State Financial Assistance			\$ 4,323,467	\$ 615.567	\$ 712,679	\$ 712,679

See notes to Schedule of Expenditures of Federal Awards and State Financial Assistance.

## METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance For the Fiscal Year Ended September 30, 2022

#### NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

#### A. Reporting Entity

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

#### B. Basis of Accounting

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

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

#### **COMPLIANCE SECTION**

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

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as of and for the year ended September 30, 2022, and the related notes to the financial statements, which collectively comprise Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's basic financial statements, and have issued our report thereon dated June 30, 2023.

#### Internal Control Over Financial Reporting

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

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

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

#### **Compliance and Other Matters**

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

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

#### Purpose of this Report

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

**POWELL AND JONES CPA** 

Powel & Jones

Lake City, Florida June 30, 2023

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

To Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

We have audited the basic financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the Organization) as of and for the year ended September 30, 2022, and have issued our report thereon dated June 30, 2023.

We have issued our Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards, dated June 30, 2023. Disclosures in that report, if any, should be considered in conjunction with this management letter.

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

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

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

#### **FINANCIAL COMPLIANCE MATTERS**

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

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

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

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

#### CONCLUSION

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

**POWELL AND JONES CPA** 

Powel & Joxes

Lake City, Florida June 30, 2023

#### INDEPENDENT ACCOUNTANT'S REPORT

To Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

We have examined the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with Section 218.415, *Florida Statutes*, regarding the investment of public funds during the year ended September 30, 2022. Management is responsible for the Organization's compliance with those requirements. Our responsibility is to express an opinion on the Organization's compliance based on our examination.

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

In our opinion, the Organization complied, in all material respects, with the aforementioned requirements for the year ended September 30, 2022.

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

POWELL AND JONES CPA

Powel & Jones

Lake City, Florida June 30, 2023

#### **Communication with Those Charged with Governance**

To Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

We have audited the financial statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2022. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and Government Auditing Standards, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

#### Significant Audit Findings

#### Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Organization are described Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2022. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus.

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

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

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

#### Difficulties Encountered in Performing the Audit

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

#### Corrected and Uncorrected Misstatements

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

#### Disagreements with Management

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

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

#### Management Representations

We have requested certain representations from management that are included in the management representation letter dated June 30, 2023.

#### Management Consultations with Other Independent Accountants

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

#### Other Audit Findings or Issues

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

#### Other Information in Documents Containing Audited Financial Statements

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

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

Very truly yours,

**POWELL AND JONES CPA** 

Powel & Joxes

Lake City, Florida June 30, 2023



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August 9, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Proposed Budget for Fiscal Year 2023-24

#### STAFF RECOMMENDATION:

Adopt the budget for Fiscal Year 2023-24 as recommended by staff.

#### **BACKGROUND**:

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

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

Attachment

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

#### **BUDGET**

Fiscal Year October 1, 2023 to September 30, 2024 Proposed August 16, 2023

REVENU	E
--------	---

Florida Department of Transportation	\$ 793,500
Florida Transportation Disadvantaged Commission	25,000
Alachua County - Local Contribution	9,600
City of Gainesville -Local Contribution	14,400
In-Kind Contributions (Florida Department of Transportation)	185,200
TOTAL REVENUE	\$ 1,027,700
EXPENSES	
Contractual Services	\$ 825,500
Legal Advertisements	6,500
Audit	8,000
Travel	2,000
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	185,200
TOTAL EXPENSES	\$ 1,027,700



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North Central Florida Regional Planning Council

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August 9, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Gainesville Metropolitan Area Parks and Schools Zone Speed Limits

#### STAFF RECOMMENDATION

Authorize the Chair to send letters concerning the coordination, development and implementation of reduced speed limits adjacent to parks and schools to the:

- Alachua County Board of County Commissioners;
- Alachua County Sheriff;
- City of Gainesville Mayor and Commissioners;
- Florida Department of Transportation District 2 Secretary;
- Florida Highway Patrol Troop B; and
- School Board of Alachua County.

#### **BACKGROUND**

At its April 3, 2023 and June 5, 2023 meetings, the Metropolitan Transportation Planning Organization discussed bicycle and pedestrian safety concerns. During discussion at the June 5, 2023 meeting, the topic of speed limits adjacent to parks and schools was discussed. The various roadways adjacent to parks and schools within the Gainesville Metropolitan Area are under the jurisdiction of Alachua County, City of Gainesville and Florida Department of Transportation. Likewise, traffic enforcement is conducted by the Alachua County Sheriff's Office, Gainesville Police Department and Florida Highway Patrol. Implementation of a speed limit reduction and its enforcement will require coordination of all these agencies.



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August 9, 2023

North

Central

Florida

Council

Regional Planning

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

Gainesville Metropolitan Area School Zone Cameras

#### STAFF RECOMMENDATION

Authorize the Chair to send letters concerning the coordination, development and implementation of school zone traffic monitoring cameras to the:

- Alachua County Board of County Commissioners;
- Alachua County Sheriff; •
- City of Gainesville Mayor and Commissioners;
- Florida Department of Transportation District 2 Secretary;
- Florida Highway Patrol Troop B; and
- School Board of Alachua County.

#### **BACKGROUND**

At its April 3, 2023 and June 5, 2023 meetings, the Metropolitan Transportation Planning Organization discussed bicycle and pedestrian safety concerns. During discussion at the June 5, 2023 meeting, the topic of school zone speed detection cameras was referred to staff. The various roadway school zones within the Gainesville Metropolitan Area are under the jurisdiction of Alachua County, City of Gainesville and Florida Department of Transportation. Likewise, traffic enforcement is conducted by the Alachua County Sheriff's Office, Gainesville Police Department and Florida Highway Patrol. Implementation of a speed detection camera program will require coordination of all these agencies.

Exhibit 1 is a copy of legislation pertaining to speed detection devices within school zones.

Attachment

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#### **CHAPTER 2023-174**

# Committee Substitute for Committee Substitute for House Bill No. 657

An act relating to enforcement of school zone speed limits; amending s. 316.003, F.S.; revising and providing definitions; amending s. 316.008, F.S.; authorizing a county or municipality to enforce the speed limit in a school zone at specified periods through the use of a speed detection system; providing a rebuttable presumption; authorizing a county or municipality to install, or contract with a vendor to install, a speed detection system in a school zone; requiring a county or municipality to enact an ordinance to authorize placement or installation of such system; requiring the county or municipality to consider certain evidence and make a certain determination at a public hearing; amending s. 316.0776, F.S.; specifying conditions for the placement or installation of speed detection systems; requiring the Department of Transportation to establish certain specifications by a specified date; requiring a county or municipality that installs a speed detection system to provide certain notice to the public; providing signage requirements; requiring a county or municipality that has never conducted a school zone speed detection system program to conduct a public awareness campaign before commencing enforcement using such system; limiting penalties in effect during the public awareness campaign; requiring a county or municipality to place a specified annual report on the agenda of a regular or special meeting of its governing body; requiring approval by the governing body at a regular or special meeting before contracting or renewing a contract to place or install such system; providing for public comment; prohibiting such report, contract, or contract renewal from being considered as part of a consent agenda; providing requirements for a written summary of such report; requiring a report to the Department of Highway Safety and Motor Vehicles; prohibiting compliance with certain provisions from being raised in a proceeding challenging a violation; creating s. 316.1894, F.S.; requiring a law enforcement agency with jurisdiction over a county or municipality conducting a school zone speed detection system program to use certain funds to administer the School Crossing Guard Recruitment and Retention Program; providing purposes; requiring program design and management at the discretion of the law enforcement agency; creating s. 316.1896, F.S.; authorizing a county or municipality to authorize a traffic infraction enforcement officer to issue uniform traffic citations for certain violations; providing construction; providing notice requirements and procedures; authorizing a person who receives a notice of violation to request a hearing within a specified timeframe; defining the term "person"; providing for waiver of challenge or dispute as to the delivery of the notice of violation; requiring a county or municipality to pay certain funds to the Department of Revenue; providing for the distribution of funds; providing requirements for issuance of a uniform traffic citation; providing for waiver of challenge or dispute as to the delivery of the

uniform traffic citation; providing notice requirements and procedures: specifying that the registered owner of a motor vehicle is responsible and liable for paying a uniform traffic citation; providing exceptions; requiring an owner of a motor vehicle to furnish an affidavit under certain circumstances; specifying requirements for such affidavit and procedures relating thereto; providing a criminal penalty for submitting a false affidavit; providing that certain photographs or video and evidence of speed are admissible in certain proceedings; providing a rebuttable presumption; providing construction; providing requirements and procedures for hearings; prohibiting the use of a speed detection system for remote surveillance; providing construction; specifying requirements of and prohibitions on the use of recorded video and photographs captured by a speed detection system; requiring municipalities and counties to submit an annual report to the Department of Highway Safety and Motor Vehicles in a form and manner specified by the department; authorizing the department to require quarterly submission of data; providing report requirements; requiring counties and municipalities to retain certain records for a specified period; requiring the department to submit a summary report to the Governor and Legislature; amending s. 316.1906, F.S.; revising the definition of the term "officer"; providing self-test requirements for speed detection systems; requiring a law enforcement agency operating a speed detection system to maintain a log of results of the system's self-tests and to perform independent calibration tests of such systems; providing for the admissibility of certain evidence in certain proceedings; amending s. 318.18, F.S.; providing a civil penalty for a speed limit violation in a school zone; providing for distribution thereof; providing conditions under which a case may be dismissed; amending s. 322.27, F.S.; prohibiting points from being imposed against a driver license for certain infractions enforced by a traffic infraction enforcement officer; prohibiting such infractions from being used to set motor vehicle insurance rates; amending ss. 316.306, 316.640, 318.14, 318.21, and 655.960, F.S.; conforming cross-references and provisions to changes made by the act; amending s. 316.650, F.S.; revising the period during which certain traffic citation data must be provided to a court having jurisdiction over the alleged offense; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (82) through (109) of section 316.003, Florida Statutes, are renumbered as subsections (83) through (110), respectively, subsections (38) and (64) are amended, and a new subsection (82) is added to that section, to read:

316.003 Definitions.—The following words and phrases, when used in this chapter, shall have the meanings respectively ascribed to them in this section, except where the context otherwise requires:

(38) LOCAL HEARING OFFICER.—The person, designated by a department, county, or municipality that elects to authorize traffic

infraction enforcement officers to issue traffic citations under <u>ss.</u> 316.0083(1)(a) and 316.1896(1) <u>s.</u> 316.0083(1)(a), who is authorized to conduct hearings related to a notice of violation issued pursuant to <u>s.</u> 316.0083 <u>or <u>s.</u> 316.1896. The charter county, noncharter county, or municipality may use its currently appointed code enforcement board or special magistrate to serve as the local hearing officer. The department may enter into an interlocal agreement to use the local hearing officer of a county or municipality.</u>

- (64) PRIVATE ROAD OR DRIVEWAY.—Except as otherwise provided in paragraph (88)(b) (87)(b), any privately owned way or place used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.
- (82) SPEED DETECTION SYSTEM.—A portable or fixed automated system used to detect a motor vehicle's speed using radar or LiDAR and to capture a photograph or video of the rear of a motor vehicle that exceeds the speed limit in force at the time of the violation.
- Section 2. Subsection (9) is added to section 316.008, Florida Statutes, to read:
  - 316.008 Powers of local authorities.—
- (9)(a) A county or municipality may enforce the applicable speed limit on a roadway properly maintained as a school zone pursuant to s. 316.1895:
- 1. Within 30 minutes before through 30 minutes after the start of a regularly scheduled breakfast program;
- 2. Within 30 minutes before through 30 minutes after the start of a regularly scheduled school session;
  - 3. During the entirety of a regularly scheduled school session; and
- 4. Within 30 minutes before through 30 minutes after the end of a regularly scheduled school session

through the use of a speed detection system for the detection of speed and capturing of photographs or videos for violations in excess of 10 miles per hour over the speed limit in force at the time of the violation. A school zone's compliance with s. 316.1895 creates a rebuttable presumption that the school zone is properly maintained.

(b) A county or municipality may place or install, or contract with a vendor to place or install, a speed detection system within a roadway maintained as a school zone as provided in s. 316.1895 to enforce unlawful speed violations, as specified in s. 316.1895(10) or s. 316.183, on that roadway.

- (c) A county or municipality must enact an ordinance in order to authorize the placement or installation of a speed detection system on a roadway maintained as a school zone as authorized by this subsection. As part of the public hearing on such proposed ordinance, the county or municipality must consider traffic data or other evidence supporting the installation and operation of each proposed school zone speed detection system, and the county or municipality must determine that the school zone where a speed detection system is to be placed or installed constitutes a heightened safety risk that warrants additional enforcement measures pursuant to this subsection.
- Section 3. Subsection (3) is added to section 316.0776, Florida Statutes, to read:
- 316.0776 Traffic infraction detectors; speed detection systems; placement and installation.—
- (3) A speed detection system authorized by s. 316.008(9) may be placed or installed in a school zone on a state road when permitted by the Department of Transportation and in accordance with placement and installation specifications developed by the Department of Transportation. The speed detection system may be placed or installed in a school zone on a street or highway under the jurisdiction of a county or a municipality in accordance with placement and installation specifications established by the Department of Transportation. The Department of Transportation must establish such placement and installation specifications by December 31, 2023.
- (a) If a county or municipality places or installs a speed detection system as authorized by s. 316.008(9), the county or municipality must notify the public that a speed detection system may be in use by posting signage indicating photographic or video enforcement of the school zone speed limits. Such signage shall clearly designate the time period during which the school zone speed limits are enforced using a speed detection system and must meet the placement and installation specifications established by the Department of Transportation. For a speed detection system enforcing violations of s. 316.1895 or s. 316.183 on a roadway maintained as a school zone, this paragraph governs the signage notifying the public of the use of a speed detection system.
- (b) If a county or municipality begins a school zone speed detection system program in a county or municipality that has never conducted such a program, the respective county or municipality must make a public announcement and conduct a public awareness campaign of the proposed use of speed detection systems at least 30 days before commencing enforcement under the speed detection system program and must notify the public of the specific date on which the program will commence. During the 30-day public awareness campaign, only a warning may be issued to the registered owner of a motor vehicle for a violation of s. 316.1895 or s. 316.183

enforced by a speed detection system, and liability may not be imposed for the civil penalty under s. 318.18(3)(d).

- (c) A county or municipality that operates one or more school zone speed detection systems must annually report the results of all systems within the county's or municipality's jurisdiction by placing the report required under s. 316.1896(16)(a) as a single reporting item on the agenda of a regular or special meeting of the county's or municipality's governing body. Before a county or municipality contracts or renews a contract to place or install a speed detection system in a school zone pursuant to s. 316.008(9), the county or municipality must approve the contract or contract renewal at a regular or special meeting of the county's or municipality's governing body.
- 1. Interested members of the public must be allowed to comment regarding the report, contract, or contract renewal under the county's or municipality's public comment policies or formats, and the report, contract, or contract renewal may not be considered as part of a consent agenda.
- 2. The report required under this paragraph must include a written summary, which must be read aloud at the regular or special meeting, and the summary must contain, for the same time period pertaining to the annual report to the department under s. 316.1896(16)(a), the number of notices of violation issued, the number that were contested, the number that were upheld, the number that were dismissed, the number that were issued as uniform traffic citations, and the number that were paid and how collected funds were distributed and in what amounts. The county or municipality must report to the department that the county's or municipality's annual report was considered in accordance with this paragraph, including the date of the regular or special meeting at which the annual report was considered.
- 3. The compliance or sufficiency of compliance with this paragraph may not be raised in a proceeding challenging a violation of s. 316.1895 or s. 316.183 enforced by a speed detection system in a school zone.
  - Section 4. Section 316.1894, Florida Statutes, is created to read:
- 316.1894 School Crossing Guard Recruitment and Retention Program. The law enforcement agency having jurisdiction over a county or municipality conducting a school zone speed detection system program authorized by s. 316.008(9) must use funds generated pursuant to s. 316.1896(5)(e) from the school zone speed detection system program to administer the School Crossing Guard Recruitment and Retention Program. Such program may provide recruitment and retention stipends to crossing guards at K-12 public schools, including charter schools, or stipends to third parties for the recruitment of new crossing guards. The School Crossing Guard Recruitment and Retention Program must be designed and managed at the discretion of the law enforcement agency.

Section 5. Section 316.1896, Florida Statutes, is created to read:

- 316.1896 Roadways maintained as school zones; speed detection system enforcement; penalties; appeal procedure; privacy; reports.—
- (1) For purposes of administering this section, a county or municipality may authorize a traffic infraction enforcement officer under s. 316.640 to issue uniform traffic citations for violations of ss. 316.1895 and 316.183 as authorized by s. 316.008(9), as follows:
- (a) For a violation of s. 316.1895 in excess of 10 miles per hour over the school zone speed limit which occurs within 30 minutes before through 30 minutes after the start of a regularly scheduled breakfast program.
- (b) For a violation of s. 316.1895 in excess of 10 miles per hour over the school zone speed limit which occurs within 30 minutes before through 30 minutes after the start of a regularly scheduled school session.
- (c) For a violation of s. 316.183 in excess of 10 miles per hour over the posted speed limit during the entirety of a regularly scheduled school session.
- (d) For a violation of s. 316.1895 in excess of 10 miles per hour over the school zone speed limit which occurs within 30 minutes before through 30 minutes after the end of a regularly scheduled school session.
- Such violation must be evidenced by a speed detection system described in ss. 316.008(9) and 316.0776(3). This subsection does not prohibit a review of information from a speed detection system by an authorized employee or agent of a county or municipality before issuance of the uniform traffic citation by the traffic infraction enforcement officer. This subsection does not prohibit a county or municipality from issuing notices as provided in subsection (2) to the registered owner of the motor vehicle for a violation of s. 316.1895 or s. 316.183.
- (2) Within 30 days after a violation, notice must be sent to the registered owner of the motor vehicle involved in the violation specifying the remedies available under s. 318.14 and that the violator must pay the penalty under s. 318.18(3)(d) to the county or municipality, or furnish an affidavit in accordance with subsection (8), within 30 days after the date of the notice of violation in order to avoid court fees, costs, and the issuance of a uniform traffic citation. The notice of violation must:
  - (a) Be sent by first-class mail.
- (b) Include a photograph or other recorded image showing the license plate of the motor vehicle; the date, time, and location of the violation; the maximum speed at which the motor vehicle was traveling within the school zone; and the speed limit within the school zone at the time of the violation.
- (c) Include a notice that the owner has the right to review, in person or remotely, the photograph or video captured by the speed detection system and the evidence of the speed of the motor vehicle detected by the speed

detection system which constitute a rebuttable presumption that the motor vehicle was used in violation of s. 316.1895 or s. 316.183.

- (d) State the time when, and the place or website at which, the photograph or video captured and evidence of speed detected may be examined and observed.
- (3) Notwithstanding any other law, a person who receives a notice of violation under this section may request a hearing within 30 days after the notice of violation or may pay the penalty pursuant to the notice of violation, but a payment or fee may not be required before the hearing requested by the person. The notice of violation must be accompanied by, or direct the person to a website that provides, information on the person's right to request a hearing and on all costs related thereto and a form used for requesting a hearing. As used in this subsection, the term "person" includes a natural person, the registered owner or co-owner of a motor vehicle, or the person identified in an affidavit as having actual care, custody, or control of the motor vehicle at the time of the violation.
- (4) If the registered owner or co-owner of the motor vehicle; the person identified as having care, custody, or control of the motor vehicle at the time of the violation; or an authorized representative of the owner, co-owner, or identified person initiates a proceeding to challenge the violation, such person waives any challenge or dispute as to the delivery of the notice of violation.
- (5) Penalties assessed and collected by the county or municipality authorized to collect the funds provided for in this section, less the amount retained by the county or municipality pursuant to paragraph (b) and paragraph (e) and the amount remitted to the county school district pursuant to paragraph (d), must be paid to the Department of Revenue weekly. Such payment must be made by means of electronic funds transfer. In addition to the payment, a detailed summary of the penalties remitted must be reported to the Department of Revenue. Penalties to be assessed and collected by the county or municipality as established in s. 318.18(3)(d) must be remitted as follows:
- (a) Twenty dollars must be remitted to the Department of Revenue for deposit into the General Revenue Fund.
- (b) Sixty dollars must be retained by the county or municipality and must be used to administer speed detection systems in school zones and other public safety initiatives.
- (c) Three dollars must be remitted to the Department of Revenue for deposit into the Department of Law Enforcement Criminal Justice Standards and Training Trust Fund.
- (d) Twelve dollars must be remitted to the county school district in which the violation occurred and must be used for school security initiatives, for

student transportation, or to improve the safety of student walking conditions. Funds remitted under this paragraph must be shared with charter schools in the district based on each charter school's proportionate share of the district's total unweighted full-time equivalent student enrollment and must be used for school security initiatives or to improve the safety of student walking conditions.

- (e) Five dollars must be retained by the county or municipality for the School Crossing Guard Recruitment and Retention Program pursuant to s. 316.1894.
- (6) A uniform traffic citation must be issued by mailing the uniform traffic citation by certified mail to the address of the registered owner of the motor vehicle involved in the violation if payment has not been made within 30 days after notification under subsection (2), if the registered owner has not requested a hearing as authorized under subsection (3), and if the registered owner has not submitted an affidavit in accordance with subsection (8).
- (a) Delivery of the uniform traffic citation constitutes notification of a violation under this subsection. If the registered owner or co-owner of the motor vehicle; the person identified as having care, custody, or control of the motor vehicle at the time of the violation; or a duly authorized representative of the owner, co-owner, or identified person initiates a proceeding to challenge the citation pursuant to this section, such person waives any challenge or dispute as to the delivery of the uniform traffic citation.
- (b) In the case of joint ownership of a motor vehicle, the uniform traffic citation must be mailed to the first name appearing on the motor vehicle registration, unless the first name appearing on the registration is a business organization, in which case the second name appearing on the registration may be used.
- (c) The uniform traffic citation mailed to the registered owner of the motor vehicle involved in the infraction must be accompanied by the information described in paragraphs (2)(b), (2)(c), and (2)(d).
- (7) The registered owner of the motor vehicle involved in the violation is responsible and liable for paying the uniform traffic citation issued for a violation of s. 316.1895 or s. 316.183 unless the owner can establish that:
- (a) The motor vehicle was, at the time of the violation, in the care, custody, or control of another person;
- (b) A uniform traffic citation was issued by law enforcement to the driver of the motor vehicle for the alleged violation of s. 316.1895 or s. 316.183; or
- (c) The motor vehicle's owner was deceased on or before the date of the alleged violation, as established by an affidavit submitted by the representative of the motor vehicle owner's estate or other identified person or family member.

- (8) To establish such facts under subsection (7), the registered owner of the motor vehicle must, within 30 days after the date of issuance of the notice of violation or the uniform traffic citation, furnish to the appropriate governmental entity an affidavit setting forth information supporting an exception under subsection (7).
- (a) An affidavit supporting the exception under paragraph (7)(a) must include the name, address, date of birth, and, if known, the driver license number of the person who leased, rented, or otherwise had care, custody, or control of the motor vehicle at the time of the alleged violation. If the motor vehicle was stolen at the time of the alleged violation, the affidavit must include the police report indicating that the motor vehicle was stolen.
- (b) If a uniform traffic citation for a violation of s. 316.1895 or s. 316.183 was issued at the location of the violation by a law enforcement officer, the affidavit must include the serial number of the uniform traffic citation.
- (c) If the motor vehicle's owner to whom a notice of violation or a uniform traffic citation has been issued is deceased, the affidavit must include a certified copy of the owner's death certificate showing that the date of death occurred on or before the date of the alleged violation and one of the following:
- 1. A bill of sale or other document showing that the deceased owner's motor vehicle was sold or transferred after his or her death but on or before the date of the alleged violation.
- 2. Documented proof that the registered license plate belonging to the deceased owner's motor vehicle was returned to the department or any branch office or authorized agent of the department after his or her death but on or before the date of the alleged violation.
- 3. A copy of the police report showing that the deceased owner's registered license plate or motor vehicle was stolen after his or her death but on or before the date of the alleged violation.

Upon receipt of the affidavit and documentation required under paragraphs (b) and (c), or 30 days after the date of issuance of a notice of violation sent to a person identified as having care, custody, or control of the motor vehicle at the time of the violation under paragraph (a), the county or municipality must dismiss the notice or citation and provide proof of such dismissal to the person who submitted the affidavit. If, within 30 days after the date of a notice of violation sent to a person under subsection (9), the county or municipality receives an affidavit under subsection (10) from the person sent a notice of violation affirming that the person did not have care, custody, or control of the motor vehicle at the time of the violation, the county or municipality must notify the registered owner that the notice or citation will not be dismissed due to failure to establish that another person had care, custody, or control of the motor vehicle at the time of the violation.

- (9) Upon receipt of an affidavit under paragraph (8)(a), the county or municipality may issue the person identified as having care, custody, or control of the motor vehicle at the time of the violation a notice of violation pursuant to subsection (2) for a violation of s. 316.1895 or s. 316.183. The affidavit is admissible in a proceeding pursuant to this section for the purpose of providing evidence that the person identified in the affidavit was in actual care, custody, or control of the motor vehicle. The owner of a leased motor vehicle for which a uniform traffic citation is issued for a violation of s. 316.1895 or s. 316.183 is not responsible for paying the uniform traffic citation and is not required to submit an affidavit as specified in subsection (8) if the motor vehicle involved in the violation is registered in the name of the lessee of such motor vehicle.
- (10) If a county or municipality receives an affidavit under paragraph (8)(a), the notice of violation required under subsection (2) must be sent to the person identified in the affidavit within 30 days after receipt of the affidavit. The person identified in an affidavit and sent a notice of violation may also affirm that he or she did not have care, custody, or control of the motor vehicle at the time of the violation by furnishing to the appropriate governmental entity within 30 days after the date of the notice of violation an affidavit stating such.
- (11) The submission of a false affidavit is a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083.
- (12) The photograph or video captured by a speed detection system and the evidence of the speed of the motor vehicle detected by a speed detection system which are attached to or referenced in the uniform traffic citation are evidence of a violation of s. 316.1895 or s. 316.183 and are admissible in any proceeding to enforce this section. The photograph or video and the evidence of speed detected raise a rebuttable presumption that the motor vehicle named in the report or shown in the photograph or video was used in violation of s. 316.1895 or s. 316.183.
- (13) This section supplements the enforcement of ss. 316.1895 and 316.183 by a law enforcement officer and does not prohibit a law enforcement officer from issuing a uniform traffic citation for a violation of s. 316.1895 or s. 316.183.
- (14) A hearing under this section must be conducted under the procedures established by s. 316.0083(5) and as follows:
- (a) The department must publish and make available electronically to each county and municipality a model request for hearing form to assist each county or municipality administering this section.
- (b) A county or municipality electing to authorize traffic infraction enforcement officers to issue uniform traffic citations under subsection (6) must designate by resolution existing staff to serve as the clerk to the local hearing officer.

- (c) A person, referred to in this subsection as the "petitioner," who elects to request a hearing under subsection (3) must be scheduled for a hearing by the clerk to the local hearing officer. The clerk must furnish the petitioner with notice sent by first-class mail. Upon receipt of the notice, the petitioner may reschedule the hearing up to two times by submitting a written request to reschedule to the clerk at least 5 calendar days before the day of the scheduled hearing. The petitioner may cancel his or her appearance before the local hearing officer by paying the penalty assessed under subsection (2), plus the administrative costs established in s. 316.0083(5)(c), before the start of the hearing.
- (d) All testimony at the hearing must be under oath and must be recorded. The local hearing officer must take testimony from a traffic infraction enforcement officer and the petitioner and may take testimony from others. The local hearing officer must review the photograph or video captured by the speed detection system and the evidence of the speed of the motor vehicle detected by the speed detection system made available under paragraph (2)(b). Formal rules of evidence do not apply, but due process must be observed and govern the proceedings.
- (e) At the conclusion of the hearing, the local hearing officer must determine whether a violation under this section occurred and must uphold or dismiss the violation. The local hearing officer must issue a final administrative order including the determination and, if the notice of violation is upheld, must require the petitioner to pay the penalty previously assessed under subsection (2), and may also require the petitioner to pay county or municipal costs not to exceed the amount established in s. 316.0083(5)(e). The final administrative order must be mailed to the petitioner by first-class mail.
- (f) An aggrieved party may appeal a final administrative order consistent with the process provided in s. 162.11.
- (15)(a) A speed detection system in a school zone may not be used for remote surveillance. The collection of evidence by a speed detection system to enforce violations of ss. 316.1895 and 316.183, or user-controlled pan or tilt adjustments of speed detection system components, do not constitute remote surveillance. Recorded video or photographs collected as part of a speed detection system in a school zone may only be used to document violations of ss. 316.1895 and 316.183 and for purposes of determining criminal or civil liability for incidents captured by the speed detection system incidental to the permissible use of the speed detection system.
- (b) Any recorded video or photograph obtained through the use of a speed detection system must be destroyed within 90 days after the final disposition of the recorded event. The vendor of a speed detection system must provide the county or municipality with written notice by December 31 of each year that such records have been destroyed in accordance with this subsection.

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- (c) Notwithstanding any other law, registered motor vehicle owner information obtained as a result of the operation of a speed detection system in a school zone is not the property of the manufacturer or vendor of the speed detection system and may be used only for the purposes of this section.
- (16)(a) Each county or municipality that operates one or more speed detection systems must submit a report by October 1, 2024, and annually thereafter, to the department which identifies the public safety objectives used to identify a school zone for enforcement under this section, reports compliance with s. 316.0776(3)(c), and details the results of the speed detection system in the school zone and the procedures for enforcement. The information from counties and municipalities must be submitted in a form and manner determined by the department, which the department must make available to the counties and municipalities by August 1, 2023, and the department may require data components to be submitted quarterly. The report must include at least the following:
- 1. Information related to the location of each speed detection system, including the geocoordinates of the school zone, the directional approach of the speed detection system, the school name, the school level, the times the speed detection system was active, the restricted school zone speed limit enforced pursuant to s. 316.1895(5), the posted speed limit enforced at times other than those authorized by s. 316.1895(5), the date the systems were activated to enforce violations of ss. 316.1895 and 316.183, and, if applicable, the date the systems were deactivated.
- 2. The number of notices of violation issued, the number that were contested, the number that were upheld, the number that were dismissed, the number that were issued as uniform traffic citations, and the number that were paid.
- 3. Any other statistical data and information related to the procedures for enforcement which is required by the department to complete the report required under paragraph (c).
- (b) Each county or municipality that operates a speed detection system is responsible for and must maintain its respective data for reporting purposes under this subsection for at least 2 years after such data is reported to the department.
- (c) On or before December 31, 2024, and annually thereafter, the department must submit a summary report to the Governor, the President of the Senate, and the Speaker of the House of Representatives regarding the use of speed detection systems under this section, along with any legislative recommendations from the department. The summary report must include a review of the information submitted to the department by the counties and municipalities and must describe the enhancement of safety and enforcement programs.

Section 6. Paragraph (d) of subsection (1) of section 316.1906, Florida Statutes, is amended, and subsection (3) is added to that section, to read:

316.1906 Radar speed-measuring devices; <u>speed detection systems</u>; evidence, admissibility.—

- (1) DEFINITIONS.—
- (d) "Officer" means any:
- 1. "Law enforcement officer" who is elected, appointed, or employed full time by any municipality or the state or any political subdivision thereof; who is vested with the authority to bear arms and make arrests; and whose primary responsibility is the prevention and detection of crime or the enforcement of the penal, criminal, traffic, or highway laws of the state;
- 2. "Part-time law enforcement officer" who is employed or appointed less than full time, as defined by an employing agency, with or without compensation; who is vested with authority to bear arms and make arrests; and whose primary responsibility is the prevention and detection of crime or the enforcement of the penal, criminal, traffic, or highway laws of the state; or
- 3. "Auxiliary law enforcement officer" who is employed or appointed, with or without compensation; who aids or assists a full-time or part-time law enforcement officer; and who, while under the direct supervision of a full-time or part-time law enforcement officer, has the authority to arrest and perform law enforcement functions; or
- 4. "Traffic infraction enforcement officer" who is employed or appointed, with or without compensation, and satisfies the requirements of s. 316.640(5) and is vested with authority to enforce violations of ss. 316.1895 and 316.183 pursuant to s. 316.1896.
- (3) A speed detection system is exempt from the design requirements for radar or LiDAR units established by the department. A speed detection system must have the ability to perform self-tests as to its detection accuracy. The system must perform a self-test at least once every 30 days. The law enforcement agency, or an agent acting on behalf of the law enforcement agency, operating a speed detection system must maintain a log of the results of the system's self-tests. The law enforcement agency, or an agent acting on behalf of the law enforcement agency, operating a speed detection system must also perform an independent calibration test on the speed detection system at least once every 12 months. The self-test logs, as well as the results of the annual calibration test, are admissible in any court proceeding for a uniform traffic citation issued for a violation of s. 316.1895 or s. 316.183 enforced pursuant to s. 316.1896. Notwithstanding subsection (2), evidence of the speed of a motor vehicle detected by a speed detection system compliant with this subsection and the determination by a traffic enforcement officer that a motor vehicle is operating in excess of the

applicable speed limit is admissible in any proceeding with respect to an alleged violation of law regulating the speed of motor vehicles in school zones.

- Section 7. Paragraphs (d) through (h) of subsection (3) of section 318.18, Florida Statutes, are redesignated as paragraphs (e) through (i), respectively, and a new paragraph (d) is added to that subsection to read:
- 318.18 Amount of penalties.—The penalties required for a noncriminal disposition pursuant to s. 318.14 or a criminal offense listed in s. 318.17 are as follows:

(3)

- (d)1. Notwithstanding paragraphs (b) and (c), a person cited for a violation of s. 316.1895(10) or s. 316.183 for exceeding the speed limit in force at the time of the violation on a roadway maintained as a school zone as provided in s. 316.1895, when enforced by a traffic infraction enforcement officer pursuant to s. 316.1896, must pay a fine of \$100. Fines collected under this paragraph must be distributed as follows:
- a. Twenty dollars must be remitted to the Department of Revenue for deposit into the General Revenue Fund.
- b. Seventy-seven dollars must be distributed to the county for any violations occurring in any unincorporated areas of the county or to the municipality for any violations occurring in the incorporated boundaries of the municipality in which the infraction occurred, to be used as provided in s. 316.1896(5).
- c. Three dollars must be remitted to the Department of Revenue for deposit into the Department of Law Enforcement Criminal Justice Standards and Training Trust Fund to be used as provided in s. 943.25.
- 2. If a person who is mailed a notice of violation or a uniform traffic citation for a violation of s. 316.1895(10) or s. 316.183, as enforced by a traffic infraction enforcement officer under s. 316.1896, presents documentation from the appropriate governmental entity that the notice of violation or uniform traffic citation was in error, the clerk of court or clerk to the local hearing officer may dismiss the case. The clerk of court or clerk to the local hearing officer may not charge for this service.
- Section 8. Paragraph (d) of subsection (3) of section 322.27, Florida Statutes, is amended to read:
- 322.27 Authority of department to suspend or revoke driver license or identification card.—
- (3) There is established a point system for evaluation of convictions of violations of motor vehicle laws or ordinances, and violations of applicable provisions of s. 403.413(6)(b) when such violations involve the use of motor

vehicles, for the determination of the continuing qualification of any person to operate a motor vehicle. The department is authorized to suspend the license of any person upon showing of its records or other good and sufficient evidence that the licensee has been convicted of violation of motor vehicle laws or ordinances, or applicable provisions of s. 403.413(6)(b), amounting to 12 or more points as determined by the point system. The suspension shall be for a period of not more than 1 year.

- (d) The point system shall have as its basic element a graduated scale of points assigning relative values to convictions of the following violations:
  - 1. Reckless driving, willful and wanton-4 points.
- 2. Leaving the scene of a crash resulting in property damage of more than \$50—6 points.
- 3. Unlawful speed, or unlawful use of a wireless communications device, resulting in a crash—6 points.
  - 4. Passing a stopped school bus:
- a. Not causing or resulting in serious bodily injury to or death of another 4 points.
- b. Causing or resulting in serious bodily injury to or death of another 6 points.
  - Unlawful speed:
  - a. Not in excess of 15 miles per hour of lawful or posted speed—3 points.
  - b. In excess of 15 miles per hour of lawful or posted speed—4 points.
- c. Points may not be imposed for a violation of unlawful speed as provided in s. 316.1895 or s. 316.183 when enforced by a traffic infraction enforcement officer pursuant to s. 316.1896. In addition, a violation of s. 316.1895 or s. 316.183 when enforced by a traffic infraction enforcement officer pursuant to s. 316.1896 may not be used for purposes of setting motor vehicle insurance rates.
- 6. A violation of a traffic control signal device as provided in s. 316.074(1) or s. 316.075(1)(c)1.—4 points. However, no points shall be imposed for a violation of s. 316.074(1) or s. 316.075(1)(c)1. when a driver has failed to stop at a traffic signal and when enforced by a traffic infraction enforcement officer. In addition, a violation of s. 316.074(1) or s. 316.075(1)(c)1. when a driver has failed to stop at a traffic signal and when enforced by a traffic infraction enforcement officer may not be used for purposes of setting motor vehicle insurance rates.
- 7. All other moving violations (including parking on a highway outside the limits of a municipality)—3 points. However, no points shall be imposed

for a violation of s. 316.0741 or s. 316.2065(11); and points shall be imposed for a violation of s. 316.1001 only when imposed by the court after a hearing pursuant to s. 318.14(5).

- 8. Any moving violation covered in this paragraph, excluding unlawful speed and unlawful use of a wireless communications device, resulting in a crash—4 points.
  - 9. Any conviction under s. 403.413(6)(b)—3 points.
  - 10. Any conviction under s. 316.0775(2)—4 points.
- 11. A moving violation covered in this paragraph which is committed in conjunction with the unlawful use of a wireless communications device within a school safety zone—2 points, in addition to the points assigned for the moving violation.
- Section 9. Paragraph (a) of subsection (3) of section 316.306, Florida Statutes, is amended to read:
- 316.306 School and work zones; prohibition on the use of a wireless communications device in a handheld manner.—
- (3)(a)1. A person may not operate a motor vehicle while using a wireless communications device in a handheld manner in a designated school crossing, school zone, or work zone area as defined in s. 316.003(110) s. 316.003(109). This subparagraph shall only be applicable to work zone areas if construction personnel are present or are operating equipment on the road or immediately adjacent to the work zone area. For the purposes of this paragraph, a motor vehicle that is stationary is not being operated and is not subject to the prohibition in this paragraph.
- 2. Effective January 1, 2020, a law enforcement officer may stop motor vehicles and issue citations to persons who are driving while using a wireless communications device in a handheld manner in violation of subparagraph 1.
- Section 10. Paragraph (a) of subsection (5) of section 316.640, Florida Statutes, is amended to read:
- 316.640 Enforcement.—The enforcement of the traffic laws of this state is vested as follows:
- (5)(a) Any sheriff's department or police department of a municipality may employ, as a traffic infraction enforcement officer, any individual who successfully completes instruction in traffic enforcement procedures and court presentation through the Selective Traffic Enforcement Program as approved by the Division of Criminal Justice Standards and Training of the Department of Law Enforcement, or through a similar program, but who does not necessarily otherwise meet the uniform minimum standards established by the Criminal Justice Standards and Training Commission

for law enforcement officers or auxiliary law enforcement officers under s. 943.13. Any such traffic infraction enforcement officer who observes the commission of a traffic infraction or, in the case of a parking infraction, who observes an illegally parked vehicle may issue a traffic citation for the infraction when, based upon personal investigation, he or she has reasonable and probable grounds to believe that an offense has been committed which constitutes a noncriminal traffic infraction as defined in s. 318.14. In addition, any such traffic infraction enforcement officer may issue a traffic citation under ss. 316.0083 and 316.1896 s. 316.0083. For purposes of enforcing ss. 316.0083, 316.1895, and 316.183 s. 316.0083, any sheriff's department or police department of a municipality may designate employees as traffic infraction enforcement officers. The traffic infraction enforcement officers must be physically located in the county of the respective sheriff's or police department.

Section 11. Paragraphs (a) and (c) of subsection (3) of section 316.650, Florida Statutes, are amended to read:

### 316.650 Traffic citations.—

- (3)(a) Except for a traffic citation issued pursuant to s. 316.1001, or s. 316.0083, or s. 316.1896, each traffic enforcement officer, upon issuing a traffic citation to an alleged violator of any provision of the motor vehicle laws of this state or of any traffic ordinance of any municipality or town, shall deposit the original traffic citation or, in the case of a traffic enforcement agency that has an automated citation issuance system, the chief administrative officer shall provide by an electronic transmission a replica of the citation data to a court having jurisdiction over the alleged offense or with its traffic violations bureau within 5 business days after issuance to the violator.
- (c) If a traffic citation is issued under s. 316.0083 or s. 316.1896, the traffic infraction enforcement officer shall provide by electronic transmission a replica of the traffic citation data to the court having jurisdiction over the alleged offense or its traffic violations bureau within 5 business days after the date of issuance of the traffic citation to the violator. If a hearing is requested, the traffic infraction enforcement officer shall provide a replica of the traffic notice of violation data to the clerk for the local hearing officer having jurisdiction over the alleged offense within 14 days.
- Section 12. Subsection (2) of section 318.14, Florida Statutes, is amended to read:
  - 318.14 Noncriminal traffic infractions; exception; procedures.—
- (2) Except as provided in ss. 316.1001(2), and 316.0083, and 316.1896, any person cited for a violation requiring a mandatory hearing listed in s. 318.19 or any other criminal traffic violation listed in chapter 316 must sign and accept a citation indicating a promise to appear. The officer may indicate on the traffic citation the time and location of the scheduled hearing and

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must indicate the applicable civil penalty established in s. 318.18. For all other infractions under this section, except for infractions under s. 316.1001, the officer must certify by electronic, electronic facsimile, or written signature that the citation was delivered to the person cited. This certification is prima facie evidence that the person cited was served with the citation.

- Section 13. Subsections (4), (5), and (15) of section 318.21, Florida Statutes, are amended to read:
- 318.21 Disposition of civil penalties by county courts.—All civil penalties received by a county court pursuant to the provisions of this chapter shall be distributed and paid monthly as follows:
- (4) Of the additional fine assessed under <u>s. 318.18(3)(g)</u> s. 318.18(3)(f) for a violation of s. 316.1301, 40 percent must be remitted to the Department of Revenue for deposit in the Grants and Donations Trust Fund of the Division of Blind Services of the Department of Education, and 60 percent must be distributed pursuant to subsections (1) and (2).
- (5) Of the additional fine assessed under <u>s. 318.18(3)(g)</u> <u>s. 318.18(3)(f)</u> for a violation of s. 316.1303(1), 60 percent must be remitted to the Department of Revenue for deposit in the Grants and Donations Trust Fund of the Division of Vocational Rehabilitation of the Department of Education, and 40 percent must be distributed pursuant to subsections (1) and (2).
- (15) Of the additional fine assessed under <u>s. 318.18(3)(f)</u> s. 318.18(3)(e) for a violation of s. 316.1893, 50 percent of the moneys received from the fines shall be appropriated to the Agency for Health Care Administration as general revenue to provide an enhanced Medicaid payment to nursing homes that serve Medicaid recipients with brain and spinal cord injuries. The remaining 50 percent of the moneys received from the enhanced fine imposed under <u>s. 318.18(3)(f)</u> s. 318.18(3)(e) shall be remitted to the Department of Revenue and deposited into the Department of Health Emergency Medical Services Trust Fund to provide financial support to certified trauma centers in the counties where enhanced penalty zones are established to ensure the availability and accessibility of trauma services. Funds deposited into the Emergency Medical Services Trust Fund under this subsection shall be allocated as follows:
- (a) Fifty percent shall be allocated equally among all Level I, Level II, and pediatric trauma centers in recognition of readiness costs for maintaining trauma services.
- (b) Fifty percent shall be allocated among Level I, Level II, and pediatric trauma centers based on each center's relative volume of trauma cases as calculated using the hospital discharge data collected pursuant to s. 408.061.
- Section 14. Subsection (1) of section 655.960, Florida Statutes, is amended to read:

655.960 Definitions; ss. 655.960-655.965.—As used in this section and ss. 655.961-655.965, unless the context otherwise requires:

(1) "Access area" means any paved walkway or sidewalk which is within 50 feet of any automated teller machine. The term does not include any street or highway open to the use of the public, as defined in s. 316.003(88)(a) s. 316.003(87)(a) or (b), including any adjacent sidewalk, as defined in s. 316.003.

Section 15. This act shall take effect July 1, 2023.

Approved by the Governor May 31, 2023.

Filed in Office Secretary of State May 31, 2023.



Bradford • Columbia

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Suwannee • Taylor • Union Counties

Central Florida Regional **Planning** Council 2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

July 31, 2023

North

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

Year 2050 Long-Range Transportation Plan Update - Revenue Forecast

### STAFF RECOMMENDATION

### FOR INFORMATION ONLY.

### **BACKGROUND**

Every five years, the Metropolitan Transportation Planning Organization updates its long-range transportation plan. For the forthcoming Year 2050 Long-Range Transportation Plan update, the Florida Department of Transportation has provided its 2050 Revenue Forecast Handbook (see link below).

https://fdotwww.blob.core.windows.net/sitefinity/docs/defaultsource/planning/policy/metrosupport/resources/2050-fdot-revenue-forecast-handbook-(06-05-23).pdf?sfvrsn=f3f43f8b 6

The Year 2050 year of expenditure revenue forecast for the Metropolitan Transportation Planning Organization is included in the handbook (see Exhibit 1). Please note that this forecast is subject to updates by the Florida Department of Transportation. Below is a summary of the revenue forecast from the handbook. Variance in totals below and in Exhibit 1 may be due to rounding.

	Fiscal Ye	Fiscal Years [Year of Expenditure Funding in Millions]				
	2023/24 -	2024/26 -	2030/31 -	2035/36 -	2040/41 -	
Funding Type	2024/25	2029/30	2034/35	2036/40	2049/50	Total
Surface Transportation Block Grant (SU)	\$2.86	\$13.90	\$13.59	\$13.59	\$27.19	\$71.13
Transportation Alternatives	\$0.49	\$2.48	\$2.48	\$2.48	\$4.97	\$12.90
Carbon Reduction Program	\$0.47	\$2.06	\$2.06	\$2.06	\$4.12	\$10.77
State Highway System*/	\$1.07	\$4.92	\$8.58	\$8.92	\$18.15	\$41.64
Other Roads	-	\$2.42	\$5.40	\$5.62	\$11.44	\$24.88
Transit Formula	\$3.73	\$10.25	\$11.09	\$11.59	\$23.64	\$60.30
Total	\$8.62	\$36.03	\$43.20	\$44.26	\$89.51	\$221.62

<sup>\*</sup> Non-Strategic Intermodal System facilities

#### Attachment

# 2050 REVENUE FORECAST GAINESVILLE MTPO

The purpose of this revenue forecast is to provide the **Gainesville MTPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

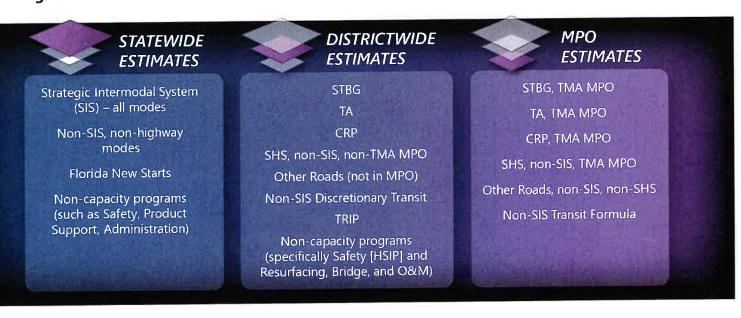
This document only provides forecasts for state and federal funds that "flow through" the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan. In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

### REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework





### STATEWIDE ESTIMATES - REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to 2050 Revenue Forecast Handbook for Statewide Estimate Tables 5-8.

### DISTRICTWIDE ESTIMATES - REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to 2050 Revenue Forecast Handbook for Districtwide Estimate Tables 9-17.



# METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

### SURFACE TRANSPORTATION BLOCK GRANT - TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 47** provides the estimate for the **Gainesville MTPO**.

Table 47. Gainesville MTPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)

	TIME PERIODS (FISCAL YEARS)							
PROGRAMS FUNDING SOURCE: FEDERAL	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50		
STBG (SU, in TMA with population > 200K)	\$2.86	\$13.90	\$13.59	\$13.59	\$27.19	\$71.14		

### TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 48** provides the estimate for the **Gainesville MTPO**.

Table 48. Gainesville MTPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)

	TIME PERIODS (FISCAL YEARS)						
PROGRAMS FUNDING SOURCE: FEDERAL	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50	
TA (TALU, in TMA with population > 200K)	\$0.49	\$2.48	\$2.48	\$2.48	\$4.97	\$12.91	



### **CARBON REDUCTION PROGRAM - TMA MPO**

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. **Table 49** provides the estimate for the **Gainesville MTPO**.

Table 49. Gainesville MTPO – TMA MPO Level Estimate for CRP (Millions of \$)

PROGRAMS		TIME PERIODS (FISCAL YEARS)							
FUNDING SOL FEDERAL	JRCE:	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50		
CRP (CARU, in population > 2		\$0.47	\$2.06	\$2.06	\$2.06	\$4.12	\$10.78		

### SHS (NON-SIS) - TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 50** provides the estimate for the **Gainesville MTPO**.

Table 50. Gainesville MTPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)							
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50		
SHS (non-SIS, in TMA)	\$1.07	\$4.92	\$8.58	\$8.92	\$18.15	\$41.65		

### OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are <u>not</u> on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs <u>such as Small County Outreach Program (SCOP)</u> and County Incentive Grant Program (CIGP). **Table 51** provides the estimate for the **Gainesville MTPO**.



# Table 51. Gainesville MTPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)

		TIME PERIODS (FISCAL YEARS)						
PROGRAMS FUNDING SOURCE: FEDERAL/STATE	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50		
Other Roads (non-SIS/non-SHS)	\$-	\$2.42	\$5.40	\$5.62	\$11.44	\$24.88		

# NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs. **Table 52** provides the estimate for the **Gainesville MTPO**.

Table 52. Gainesville MTPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

	TIME PERIODS (FISCAL YEARS)						
PROGRAMS FUNDING SOURCE: FEDERAL/STATE	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50	
Transit Formula	\$3.73	\$10.25	\$11.09	\$11.59	\$23.64	\$60.29	



Bradford • Columbia

Dixie • Gilchrist • Hamilton

Bixto Circuit and Circuit

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

North Central Florida Regional Planning Council

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

August 9, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: 2020 Census Urban Areas Status Report - Transportation Management Area Designation

### STAFF RECOMMENDATION

### FOR INFORMATION ONLY

### BACKGROUND:

At its February 6, 2023 meeting, the Metropolitan Transportation Planning Organization was informed that, on December 29, 2022, the U.S. Census Bureau published its 2020 Census Urban Area populations in the Federal Register. That notification stated that the 2020 Census Gainesville Urban Area population is 213,748 persons, which is above the Transportation Management Area population threshold of 200,000 persons.

At its April 3, 2023 meeting, the Florida Department of Transportation provided the Metropolitan Transportation Planning Organization an implementation timeline for the Metropolitan Planning Organization Transportation Planning Process incorporating 2020 Census populations.

On June 6, 2023, the Florida Department of Transportation provided the Metropolitan Transportation Planning Organization official notice of Transportation Management Area designation as posted in the Federal Register on June 5, 2023. Exhibits below concern Transportation Management Area designation:

- 1. Florida Department of Transportation email -Transportation Management Area designation; and
- 2. Federal Register Federal Highway Administration/Federal Transit Administration publish Designation of Transportation Management Areas.

In addition, the following exhibits are excerpted from the Federal Highway Administration Planning webpages for frequently asked questions concerning Census Urban Areas and Transportation Management Area Designation:

- 3. Topic 1: Definitions;
- 4. Topic 2: 2020 Urban Area Delineation;
- 5. Topic 4: Existing Metropolitan Planning Organizations;
- 6. Topic 5: Transportation Management Areas Designations;
- 7. Topic 6: Funding; and
- 8. Topic 7: Adjusting Urban Area Boundaries and Implications for FHWA's Programs.

### Attachments

#### **EXHIBIT 1**

From:

Dill, Romero

Subject:

FHWA and FTA Designate the Transportation Management Areas (TMAs) from the 2020 Census

**Date:** Tuesday, June 06, 2023 5:22:40 PM

Good afternoon,

Please see message below from FHWA.

The purpose of the email is to announce the publication of a notice in the Federal Register on June 5, 2023 (88 FR 36637) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) designating the Transportation Management Areas (TMAs) from the 2020 Census. Titles 23 and 49 of the United States Code require the Secretary of Transportation to identify each urbanized area (UZA) over 200,000 in population as a TMA. The UZAs that meet this threshold, as determined by the 2020 Census, are listed in the Federal Register (88 FR 36637) and are hereby identified as TMAs.

Please share this information with your transportation planning partners and refer to <a href="FHWA's">FHWA's</a>
<a href="FHWA's">Frequently Asked Ouestion (FAQs)</a> for answers to commonly asked questions about Census urban area designation, requirements for new and existing TMAs, and other related programs. In addition, please be aware that this Federal Register notice initiates the timeline for several key planning activities, including the development of a congestion management process for new TMAs and the conduct of Federal planning certification reviews from FHWA and FTA every four years.

Thanks

Romero Dill, FCCM
Statewide MPO Coordinator
Office of Policy Planning
Florida Department of Transportation
605 Suwannee Street, MS 28
Tallahassee, FL 32399-0450
Direct Line(850)414-4932
Romero.dill@dot.state.fl.us







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coming from civil users. The FAA also estimates that it will receive a total 2,572 requests to initially access the web portal.

Frequency: The requested information will need to be provided each time a respondent requests a certificate of waiver under Part 91 and the first time that a respondent requests to access the web portal.

Estimated Average Burden per Response: The FAA estimates the respondents will take an average of 15 minutes to complete the Access Request Form and 120 minutes to request a certificate of waiver.

Estimated Total Annual Burden: 3,283 hours for those completing certificate of waiver requests. 214 hours for those completing the Access Request

Issued in Washington, DC, on May 31, 2023.

#### Rahat Ali,

General Engineer.AJV-P22 [FR Doc. 2023-11883 Filed 6-2-23; 8:45 am] BILLING CODE 4910-13-P

#### **DEPARTMENT OF TRANSPORTATION**

### Federal Highway Administration

### Federal Transit Administration

#### Designation of Transportation Management Areas

AGENCY: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Department of Transportation. ACTION: Notice.

SUMMARY: On December 29, 2022, the United States Census Bureau published a notice in the Federal Register announcing the qualifying urban areas from the 2020 Census. The FTA and FHWA are announcing that all urbanized areas (UZA) with populations greater than 200,000, as determined by the 2020 Census, are hereby identified as Transportation Management Areas (TMA). The FTA and FHWA are taking this action in compliance with the agencies' authorizing statutes. This action supersedes the agencies' previous designations of TMAs made in the Federal Register.

DATES: This notice is effective June 5,

FOR FURTHER INFORMATION CONTACT: For FTA related questions, please contact Fleming El-Amin, Office of Planning (TPE-10), (202) 493-0316, or via email

at fleming.el-amin@dot.gov, or Mark Montgomery, Office of Chief Counsel (TCC), (202) 366-1017, via email at mark.montgomery@dot.gov, Federal Transit Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours for FTA are from 8:00 a.m. to 5:00 p.m., et., Monday through Friday, except Federal holidays.

For FHWA related questions, please contact Kenneth Petty, Office of Planning (HEPP), (202) 366-6654, or via email at kenneth.petty@dot.gov, or Michael Harkins, Office of Chief Counsel (HCC), 202-366-1523, via email at michael.harkins@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours for FHWA are from 8:00 a.m. to 4:30 p.m., et., Monday through Friday, except Federal holidays. SUPPLEMENTARY INFORMATION: The Census Bureau's urban-rural classification is a delineation of geographical areas, identifying individual urban areas as well as the rural portion of the Nation. The resulting classification of "urban areas" is distinguishable from FHWA and FTA's definition of "urbanized areas," but the population data from the decennial census informs which geographical areas meet the definition of 'urbanized area" for transportation planning purposes under Titles 23 and 49 of the United States Code (23 U.S.C. 101(a)(36) and 49 U.S.C. 5302(24)).

The Census Bureau defined the qualifying urban areas from the 2020 Census using the criteria published in the Federal Register on March 24, 2022 (87 FR 16706). As a result of these criteria and a decade of population and land use change, there are significant differences in the UZAs based on the 2020 Census from those based on the 2010 Census, including place names, boundary shapes, and population counts. Notably, 192 UZAs have populations over 200,000, the statutory threshold for TMA designation, including 15 UZAs that were not identified in the Federal Register on July 18, 2012 (77 FR 42354) Furthermore, 2 UZAs that were previously above 200,000 are now below the threshold (i.e., Norwich-New London, Connecticut, and Visalia, California).

Titles 23 and 49 of the United States Code (U.S.C.) (23 U.S.C. 134(k)(1)(A) and 49 U.S.C. 5303(k)(1)(A)) require the Secretary of Transportation to identify each UZA over 200,000 in population as a TMA. The UZAs that meet this threshold, as determined by the 2020

Census, are listed in the table below and are hereby identified as TMAs. For the multistate UZAs over 200,000 in population, the UZA is listed under the State with the largest share of the population; however, the TMA designation applies to the entire multistate area.

The TMAs are subject to special transportation planning and programming requirements. These requirements apply to the metropolitan planning areas that must be determined jointly by the metropolitan planning organization (MPO) and Governor, in accordance with 23 U.S.C. 134(e) and 49 U.S.C. 5303(e). The FTA and FHWA have developed a series of "Questions and Answers" related to applying 2020 Census data to urban areas and UZAs in the joint FTA and FHWA planning processes. More information can be found at: https://www.fhwa.dot.gov/ planning/census\_issues/urbanized\_ areas and mpo tma/ and https:// www.transit.dot.gov/census.

Additional UZAs may be designated as TMAs by the Secretary of Transportation upon request of the Governor and the MPO or affected local officials. Notification of any additional TMAs will be issued through a Secretarial Memorandum to the appropriate State Governors and MPOs, not as a notice published in the Federal Register.

For example, the Governor of Texas and the Permian Basin MPO (formerly the Midland Odessa Transportation Organization) requested TMA designations in 2012 for the Midland, Texas, and the Odessa, Texas, UZAs. On July 31, 2012, the Secretary of Transportation approved the request and designated both UZAs as TMAs. Although the Midland, Texas, and Odessa, Texas, UZAs do not meet the statutory population threshold for TMA designation under the 2020 Census, FHWA and FTA continue to recognize the Midland, Texas and Odessa, Texas UZAs as TMAs due to the Secretary's prior action.

In addition, the bi-State Lake Tahoe MPO region shall be treated as a TMA with a UZA population of 145,000 in the State of California and 65,000 in the State of Nevada, per 23 U.S.C. 134(r).

Authority: 23 Ū.S.C. 315, 23 U.S.C. 134(k)(1)(A), 49 U.S.C. 5303(k)(1)(A), 49 CFR 1.85(c)(19), and 49 CFR 1.91(a).

Shailen P. Bhatt, Administrator, FHWA. Nuria Fernandez, Administrator, FTA.

Birmingham, AL	State/urbanized area (UZA)	UZA 2020 population	Area comparison to 2010 census TMAs; population
Huntsville, AL	Alabama:		
Mohighage   Mohi			
Montgonery, AL   254,348   1,680,277   1			
State Total			
State Total   249,252   State Total   3,076,313   State Total   5,271,700   State Total   419,946   State Total   24,070,000   State Total   3,070,000   3,070,000   State Total   3,070,000   State Total   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000   3,070,000	Montgomery, AL	254,348	
State Total   249,252   Anchorage, AX   249,252   State Total   249,252   State Total   249,252   State Total   3,076,313   Representation of the property o	State Total	1,680,277	
State Total   249,252   72,000   72,000   72,000   73,000   73,000   74,0	Alaska:		
Name Change	Anchorage, AK	249,252	
Phonix   Mesa   Sottadale, AZ   3,976,313   1	State Total	249,252	
Tusson, AZ. 454, 451, 451 Phoenix West—Goodysar—Avondale, AZ 451, 451 State Total 5, 271, 700  State Total 10, 271, 700  State Total 10, 700, 700, 700, 700, 700, 700, 700,	Arizona:		
Phoenix West—Goodysar—Avondele, AZ			Name Change.
State Total			New TMA
tikansas: Little Rook, AP Fayetteville-Springdale—Rogers, AR-MO  State Total  State State State  State State  State State  State State  State State  State State  State State  State State  State State  State State  State State	Pricerix West—Goodyear—Avoidale, AZ		THEW TIME.
Little Rock, AP		5,271,700	
State Total		461.864	
Salfornia:			
Salfornia:		90E EE1	
Los Angeles—Long Beach-Anaheim, CA	California:	a33,331	
San Francisco	Los Angeles—Long Beach-Anaheim, CA		
Riverside — San Bernardino, CA   2,276,703   3   3,946,618   1,837,446   1,837,447   1,837,446   1,8			
Sacramento, CA   1,946,618   San Jose CA   1,837,446   Fresno, CA   717,589   Mission Viejo—Lake Forest—Laguna Niguei, CA   570,235   Sakersfield, CA   570,235   Sakers			
San Jose C A   1,837,446   Freeno C A   1,837,446   Freeno C A   1,837,446   Freeno C A   1,837,446   Freeno C A   1,837,446			
Fresno, CA			
Mission Viejo—Lake Forest—Laguna Niguel, CA       646,843       Name Change.         Bakersfield, CA       570,235       570,235         Concord—Walnut Orsek, CA       538,583       Name Change.         Stockton, CA       414,847         Oxnard—San Buenaventura (Ventura), CA       316,075         Indio—Palm Desent—Palm Springs, CA       361,075         Palmdale—Lancaster, CA       357,301         Wictorville—Hesperia—Apple Valley, CA       357,301         Antioch, CA       326,205         Santa Rosa, CA       297,329         Santa Clarita, CA       278,031         Livermore—Pleasanton—Dublin, CA       213,986         Santa Barbara, CA       202,197         State Total       31,669,461         Olorado:       2,886,147         Colorado Springs, CO       2,886,147         Colorado Springs, CO       326,302         State Total       3,644,973         Onnecticut:       977,158         Harford, CT       977,158         Bridgeport—Stamford, CT-NY       961,456         New Haven, CT       51,74,759         State Total       5,174,759         Indial       5,174,759         Naminger       5,174,759 <td< td=""><td>· ·</td><td></td><td></td></td<>	· ·		
Bakersfield, CA			Name Change
Concord—Walnut Creek, CA			Marile Change.
Temecula—Murrieta—Menifee, CA   528,991   Alame Change, Stockon, CA   414,847   376,117   Indio—Palm Desert—Palm Springs, CA   356,1075   361,07			Name Change
Stockton, CA			
Oxnard—San Buenaventura (Ventura), CA   376,117   Name Change, Indio—Palm Desert—Palm Springs, CA   361,075   Name Change, Name Chang			
Indio—Palm Desert—Palm Springs, CA		376,117	Name Change.
Modesto, CA       357,301         Victorville—Hesperia—Apple Valley, CA       355,816         Antitoch, CA       326,205         Santa Rosa, CA       278,031         Santa Clarita, CA       278,031         Livernore—Pleasanton—Dublin, CA       213,986         Thousand Oaks, CA       202,197         State Total       31,669,461         colorado:       2,686,147         colorado:       2,686,147         colorado:       326,332         State Total       3,644,973         connecticut:       977,158         Hartford, CT       977,158         Bridgeport—Stamford, CT-NY       916,408         New Haven, CT       2,455,022         elaware:       N/A         State Total       5,174,759         Isitict of Columbia:       5,174,759         State Total       5,174,759         Iorida:       5,174,759         Miami—Fort Lauderdale, FL       6,077,522         Tampa—St. Petersburg, FL       2,783,045         Orlando, FL       1,853,896	Indio—Palm Desert—Palm Springs, CA		
Victorville—Hesperia—Apple Valley, CA         355,816         Antioch, CA         326,205         Santa Rosa, CA         297,329         Santa Rosa, CA         297,329         Santa Clarita, CA         278,031         Livermore—Pleasantor—Dublin, CA         278,031         August         New TMA	Palmdale—Lancaster, CA		Name Change.
Antioch, CA			Name Change
Santa Rosa, CA       297,329         Santa Clarita, CA       278,031         Livermore—Pleasanton—Dublin, CA       213,986         Santa Barbara, CA       202,197         State Total       31,669,461         colorado:       2,886,147         Denver—Aurora, CO       2,886,147         Colorado Springs, CO       632,494         Fort Collins, CO       326,332         State Total       3,644,973         connecticut:       977,158         Bridgeport—Stamford, CT-NY       976,408         New Haven, CT       561,456         State Total       2,455,022         N/A       N/A         State Total.       5,174,759         State Total.       5,174,759         State Total       5,174,759         State Total       5,174,759         Name Change.       5,174,759         Iorida:       6,077,522         Tampa—St. Petersburg, FL       2,783,045         Orlando, FL       1,853,896			Name Change.
Santa Clarita, CA       278,031         Livermore—Pleasanton—Dublin, CA       240,381         Thousand Oaks, CA       213,986         Santa Barbara, CA       31,669,461         State Total       31,669,461         Iolorado:       2,686,147         Denver—Aurora, CO       2,686,147         Colorado Springs, CO       632,494         Fort Collins, CO       3,644,973         State Total       3,644,973         Ionnecticut:       977,158         Hartford, CT       977,158         Bridgeport—Stamford, CT-NY       916,408         New Haven, CT       561,456         State Total       2,455,022         N/A       N/A         State Total.       5,174,759         Washington—Arlington, DC-VA-MD       5,174,759         State Total       5,174,759         Value			
Livermore—Pleasanton—Dublin, CA 240,381 Thousand Oaks, CA 213,986 Santa Barbara, CA 202,197  State Total 31,669,461  State Total 31,669,461  State Total 2,686,147 Colorado Springs, CO 524,494 Fort Collins, CO 326,332  State Total 3,644,973  State Total 3,644,973  State Total 561,456  Bridgeport—Stamford, CT-NY 971,158 Bridgeport—Stamford, CT-NY 916,408 New Haven, CT 561,456  State Total 2,455,022 Islate Total 5,174,759  State Total 6,077,522 Tampa—St. Petersburg, FL 6,077,522 Tampa—St. Petersburg, FL 1,853,896			
Thousand Oaks, CA 213,986 Santa Barbara, CA 202,197  State Total 31,669,461 Denver—Aurora, CO 2,686,147 Colorado Springs, CO 326,332  State Total 33644,973 Someticut: 977,158 Bridgeport—Stamford, CT-NY 976,408 New Haven, CT 561,456  State Total 2,455,022 Relaware: N/A  State Total 5,174,759 Tampa—St. Petersburg, FL 6,077,522 Tampa—St. Petersburg, FL 6,077,522 Tampa—St. Petersburg, FL 7,853,896			New TMA.
Santa Barbara, CA       202,197       New TMA.         State Total       31,669,461         colorado:       2,686,147         Colorado Springs, CO       632,494         Fort Collins, CO       326,332         State Total       3,644,973         connecticut:       977,158         Hartford, CT       977,158         Bridgeport—Stamford, CT-NY       916,408         New Haven, CT       561,456         State Total       2,455,022         N/A       N/A         State Total.       5,174,759         Isitrict of Columbia:       5,174,759         Washington—Arlington, DC-VA-MD       5,174,759         Iorida:       6,077,522         Iorida:       6,077,522         Tampa—St. Petersburg, FL       2,783,045         Orlando, FL       1,853,896			
Denver—Aurora, CO			New TMA.
Denver—Aurora, CO	State Total	31,669,461	
Colorado Springs, CO	Colorado:		
Fort Collins, CO 326,332  State Total 3,644,973  connecticut: Hartford, CT 977,158 Bridgeport—Stamford, CT-NY 916,408 New Haven, CT 561,456  State Total 2,455,022 relaware: N/A  State Total. istrict of Columbia: Washington—Arlington, DC-VA-MD 5,174,759  State Total 5,174,759  State Total 5,174,759  Miami—Fort Lauderdale, FL 6,077,522 Tampa—St. Petersburg, FL 6,077,522 Tampa—St. Petersburg, FL 1,853,896	Denver—Aurora, CO	-11	
State Total   3,644,973   500000000000000000000000000000000000	Colorado Springs, CO		
Sonnecticut:   Hartford, CT   977,158   916,408   916,	Fort Collins, CO	326,332	
Hartford, CT		3,644,973	
Bridgeport—Stamford, CT-NY       916,408         New Haven, CT       561,456         State Total       2,455,022         Indicated a state Total.       N/A         State Total.       5,174,759         Indicated a state Total.       5,174,759         Indicated a state Total.       5,174,759         Indicated a state Total.       6,077,522         Indicated a state Total.       6,077,522         Indicated a state Total.       6,077,522         Indicated a state Total.       1,853,045         Indicated a state Total.       1,853,896	Connecticut:	077.450	
New Haven, CT         561,456           State Total         2,455,022           relaware:         N/A           State Total.         5,174,759           istrict of Columbia:         5,174,759           Washington—Arlington, DC-VA-MD         5,174,759           Iorida:         6,077,522           Miami—Fort Lauderdale, FL         6,077,522           Tampa—St. Petersburg, FL         2,783,045           Orlando, FL         1,853,896			
State Total   2,455,022   N/A			
State Total.	New Haven, C1	301,430	
State Total. istrict of Columbia:			
istrict of Columbia:	/SIGNERS	14/7	
Washington—Arlington, DC-VA-MD       5,174,759       Name Change.         State Total       5,174,759       Indian Change.         Iorida:       6,077,522       Indian Change.       Indian Change.         Tampa—St. Petersburg, FL       2,783,045       Indian Change.         Orlando, FL       1,853,896       Indian Change.			
State Total       5,174,759         Iorida:       6,077,522         Miami—Fort Lauderdale, FL       6,077,522         Tampa—St. Petersburg, FL       2,783,045         Orlando, FL       1,853,896	District of Columbia: Washington—Arlington, DC-VA-MD	5,174,759	Name Change.
Iorida:       6,077,522       Name Change.         Miami—Fort Lauderdale, FL       2,783,045       1,853,896         Orlando, FL       1,853,896			
Miami—Fort Lauderdale, FL       6,077,522       Name Change.         Tampa—St. Petersburg, FL       2,783,045       1,853,896         Orlando, FL       1,853,896		5,1/4,/59	
Tampa—St. Petersburg, FL       2,783,045         Orlando, FL       1,853,896		6,077.522	Name Change.
Orlando, FL 1,853,896			
Bradenton—Sarasota—Venice, FI. 779,075 Name Change.	Jacksonville, FL		

State/urbanized area (UZA)	UZA 2020 population	Area comparison to 2010 census TMAs; population
Cape Coral, FL Palm Bay—Melbourne, FL Port St. Lucie, FL Bonita Springs—Estero, FL Kissimmee—St. Cloud, FL Daytona Beach—Palm Coast—Port Orange, FL Pensacola, FL—AL Lakeland, FL Winter Haven, FL Tallahassee, FL Navarre—Miramar Beach—Destin, FL Gainesville, FL Deltona, FL	599,242 510,675 437,745 425,675 418,404 402,126 390,172 277,915 253,251 252,934 226,213 213,748 210,712	Name Change. Name Change. Name Change. New TMA. New TMA. New TMA.
State Total  Georgia: Atlanta, GA	17,359,724 4,999,259 431,480 309,466	
Savannah, GA Columbus, GA-AL Gainesville, GA	267,746 265,218 6,273,169	New TMA.
State Total	853,252	Name Change.
State Total	853,252	
Idaho: Boise City, ID	433,180 433,180	
State Total  Illinois: Chicago, IL-IN  Rockford, IL  Round Lake Beach—McHenry—Grayslake, IL-WI  Peoria, IL	8,671,746 276,443 261,835 259,781 9,469,805	
State Total	1,699,881 335,934 278,921 206,855	Name Change.
State Total lowa: Des Moines, IA	2,521,591 542,486 285,211	
Davenport, IA-IL	827,697	
Kansas: Wichita, KS	500,231	
State Total	500,231 974,397	
Louisville/Jefferson County, KY-IN Lexington-Fayette, KY	315,631	1
State Total  Louisiana: New Orleans, LA  Baton Rouge, LA  Shreveport, LA  Lafayette, LA	288,052	
State Total	2,061,225	
Maine: Portland, ME	1	-
State Total Maryland: Baltimore, MD	2,212,038	

State/urbanized area (UZA)	UZA 2020 population	Area comparison to 2010 census TMAs; population
Bel Air—Aberdeen, MD	214,647	Name Change.
State Total	2,426,685	
Massachusetts:  Boston, MA-NH  Worcester, MA-CT  Springfield, MA-CT  Barnstable Town, MA	4,382,009 482,085 442,145 303,269	Name Change.
State Total	5,609,508	
Michigan: Detroit, MI Grand Rapids, MI Lansing, MI Ann Arbor, MI Flint, MI Kalamazoo, MI	3,776,890 605,666 318,300 317,689 298,964 204,562	
State Total	5,522,071	Y
Minnesota: Minneapolis—St. Paul, MN	2,914,866	Name Change.
State Total	2,914,866 347,693	
Gulfport—Biloxi, MS	236,344	Name Change.
State Total	584,037	
St. Louis, MO-IL  Kansas City, MO-KS  Springfield, MO	2,156,323 1,674,218 282,651	
State Total	4,113,192 N/A	
State Total.	14/1	
Nebraska: Omaha, NE-IA Lincoln, NE	819,508 291,217	
State Total	1,110,725	
Nevada:  Las Vegas—Henderson—Paradise, NV	2,196,623 446,529	Name Change.
State Total	2,643,152	
New Hampshire: Nashua, NH-MA	242,984	
State Total New Jersey:	242,984	
Trenton, NJ	370,422 294,921	Name Change.
State Total	665,343	
Albuquerque, NM	769,837	
State Total New York:	769,837	
New York—Jersey City—Newark, NY-NJ Buffalo, NY Rochester, NY Albany—Schenectady, NY	19,426,449 948,864 704,327 593,142	Name Change.
Syracuse, NY	413,660 314,766	Name Change.
State Total	22,401,208	
North Carolina: Charlotte, NC-SC Raleigh, NC Winston-Salem, NC	1,379,873 1,106,646 420,924	

State/urbanized area (UZA)	UZA 2020 population	Area comparison to 2010 census TMAs; population
Durham, NC	396,118	
Greensboro, NC	338,928	
Fayetteville, NC	325,008	
Asheville, NC	285,776	
Concord, NC	278,612	
Wilmington, NC	255,329	
Hickory, NC	201,511	
•		
State Total	4,988,725	
North Dakota: Fargo, ND-MN	216,214	New TMA.
	010.014	
State Total	216,214	
Ohio: Cleveland, OH	1,712,178	
Cincinnati, OH-KY	1,686,744	Name Change.
Columbus, OH	1,567,254	
Dayton, OH	674,046	
Akron, OH	541,879	
Toledo, OH-MI	497,952	
Youngstown, OH	320,901	Name Change.
Canton, OH	295,319	
State Total	7,296,273	
Ollahama		
Oklahoma City, OK	982,276 722,810	
State Total	1,705,086	
Oragon	0.404.000	
Portland OR-WA	2,104,238	
Fugene OB	270,179	
Salem, OR	268,331	
	2,642,748	Ì
State Total	2,042,740	
Pennsylvania:	5,696,125	
Philadelphia, PA-NJ-DE-MD	1,745,039	
Pittsburgh, PA	621,703	Name Change.
Allentown—Bethlehern, PA-NJ	490,859	Tallio Gilanger
Harrisburg, PA	394,530	Name Change.
Lancaster—Manheim, PA	366,713	
Scranton, PA	276,278	
Reading, PA	238,549	
York, PA		
State Total	9,829,796	
Puerto Rico:	1,844,410	
San Juan, PR	232,573	
9	2,076,983	1
State Total	2,070,983	
Rhode Island: Providence, RI-MA	1,285,806	
State Total	1,285,806	
South Carolina:		
Charleston SC	684,773	Name Change.
Columbia SC	590,407	1
Groenville SC	387,271	
Myrtle Reach—North Myrtle Reach, SC-NC	298,954	Name Change.
Rock Hill, SC	218,443	New TMA.
State Total	2,179,848	
South Dakota:	N/A	
State Total.		
Toppogeoo:		į.
Nachville-Davidson TN	1,158,642	
Memohis TN-MS-AB	1,056,190	
Knoxville TN	597,257	
Chattagooga TN-GA	398,569	Many TMAA
Clarksville, TN-KY	200,947	New TMA.

		TMAs; populatio
State Total	3,411,605	
exas:		
Houston, TX	5,853,575	
Dallas—Fort Worth—Arlington, TX	5,732,354	
San Antonio, TX	1,992,689	
Austin, TX	1,809,888	
El Paso, TX-NM	854,584	
McAllen, TX	779,553	
	504,803	New TMA.
McKinney—Frisco, TX	429,461	INCW LIVIA.
Denton—Lewisville, TX		Name Change
The Woodlands—Conroe, TX	402,454	Name Change.
Corpus Christi, TX	339,066	
Lubbock, TX	272,280	
Killeen, TX	257,222	
Laredo, TX	251,462	
Brownsville, TX	216,444	
College Station—Bryan, TX	206,137	New TMA.
Amarillo, TX	205,860	New TMA.
State Total	20,107,832	
Salt Lake City, UT	1,178,533	Name Change.
Sair Lake City, 01	608,857	rtanic change.
Ogden—Layton, UT	588,609	
Provo—Orem, UT	366,009	
State Total	2,375,999 N/A	
State Total. rginia: Virginia Beach—Norfolk, VA	1,451,578	Name Change
	1,059,150	Traine onange
Richmond, VA	217,312	
Roanoke, VA	217,312	
State Total	2,728,040	
ashington:	0.544.644	Name Obas ==
Seattle—Tacoma, WA	3,544,011	Name Change.
Spokane, WA	447,279	
Kennewick—Richland—Pasco, WA	255,401	Name Change,
Bremerton, WA	224,449	New TMA.
Olympia—Lacey, WA	208,157	
State Total	4,679,297	
est Virginia:		1
Huntington, WV-KY-OH	200,157	
State Total	200,157	ĺ
isconsin:		1
Milwaukee, WI	1,306,795	1
	450,305	1
Madison, WI	230,967	1
Appleton, WI	224,156	
	2 212 222	
State Totalyoming:	2,212,223 N/A	
	, ,	1

[FR Doc. 2023-11810 Filed 6-2-23; 8:45 am]
BILLING CODE 4910-22-P

### DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2023-0087]

### Department of Transportation Equity Action Plan Update

AGENCY: Office of the Secretary (OST), Department of Transportation (DOT).
ACTION: Request for information.

SUMMARY: The Office of the Secretary of Transportation (OST) invites public comment regarding how our work to advance equity has impacted organizations and communities, as well as input on performance metrics, data sets, tools, and research to measure and advance transportation equity. The responses to this RFI will help the Department understand the impact of our equity activities to date and inform

#### **EXHIBIT 3**

### Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation Frequently Asked Questions Topic 1: Definitions

### Urban and Rural Areas

**Urban Area (Census)** - A statistical geographic entity consisting of a densely settled core created from census blocks and contiguous qualifying territory that together have at least 2,000 housing units or 5,000 persons. (87 FR 16706)

**Urban Area (FHWA)** - The term "urban area" means an urbanized area or, in the case of an urbanized area encompassing more than one State, that part of the urbanized area in each such State, or urban place as designated by the Census Bureau having a population of 5,000 or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall encompass, at a minimum, the entire urban place designated by the Census Bureau, except in the case of cities in the State of Maine and in the State of New Hampshire. (23 U.S.C. 101(a)(35))

Rural (Census) - Territory not defined as urban. (87 FR 16706)

Rural Areas (FHWA) - All areas of a State not included in urban areas. (23 U.S.C. 101(a)(25))

### Urbanized Area (UZA)

**Urbanized Area (Census)** - A retired statistical geographic entity type consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have a minimum population of 50,000 people. Urbanized areas were not identified for the 2020 Census. (87 FR 16706)

Please note that for the 2020 Decennial Census, the Census Bureau designated all qualifying areas as "urban areas" and did not distinguish any urban areas as an "urbanized area".

**Urbanized Area (FHWA)** - The term "urbanized area" means an area with a population of 50,000 or more designated by the Census Bureau, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall encompass, at a minimum, the entire urbanized area within a State as designated by the Census Bureau. (23 U.S.C. 101(a)(36))

### Urban Cluster (UC)

**Urban Cluster (Census)** - A retired statistical geographic entity type consisting of a densely settled core created from census tracts or blocks and contiguous qualifying territory that together have at least 2,500 persons but fewer than 50,000 persons. Urban clusters were not identified for the 2020 Census. (87 FR 16706)

Please note that for the 2020 Decennial Census, the Census Bureau designated all qualifying areas as "urban areas" and did not distinguish any urban areas as an "urban cluster".

### Adjusted Urban and Urbanized Areas

**Adjusted Urban Area (FHWA)** - A Census-defined urban area with a population of 5,000 or more where the boundaries have been adjusted to include additional territory by responsible State and local officials in cooperation with each other. Per 23 U.S.C. 101(a)(35), adjusted urban areas are subject to approval by the Secretary of Transportation.

Adjusted Urbanized Area (FHWA) - A Census-defined urban area with a population of 50,000 or more where the boundaries have been adjusted to include additional territory by responsible State and local officials in cooperation with each other. Per 23 U.S.C. 101(a)(36), adjusted urbanized areas are subject to approval by the Secretary of Transportation.

Please note that  $\underline{FHWA~Order~M1100.1A}$  delegates the authority to approve adjusted urban area boundaries from the Secretary of Transportation to FHWA Division Administrators.

### Metropolitan Planning Area (MPA)

Metropolitan Planning Area (FHWA) - The geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out. (23 CFR 450.104)

Core Based Statistical Area (CBSA) / Metropolitan Statistical Area (MSA) / Combined Statistical Area (CSA)

Core Based Statistical Area (Office of Management and Budget) - A statistical geographic entity consisting of the county or counties associated with at least one core (urban area) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties with the counties containing the core. Metropolitan and micropolitan statistical areas are the two categories of core based statistical areas. (86 FR 37770)

Metropolitan Statistical Area (Office of Management and Budget) - A Core Based Statistical Area associated with at least one urban area that has a population of at least 50,000. The MSA comprises the central county or counties containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting. (86 FR 37770)

**Combined Statistical Area (Office of Management and Budget)** - A geographic entity consisting of two or more adjacent Core Based Statistical Areas with employment interchange measures of at least 15. (86 FR 37770)

### Metropolitan Planning Organization (MPO)

Metropolitan Planning Organization (FHWA) - The policy board of an organization created and designated to carry out the metropolitan transportation planning process. (23 CFR 450.104)

### Transportation Management Area (TMA)

**Transportation Management Area (FHWA)** - An urbanized area with a population over 200,000, as defined by the Census Bureau and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. (23 CFR 450.104)

### Transportation Improvement Program (TIP)

**Transportation Improvement Program (FHWA)** - A prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53. (23 CFR 450.104)

### Metropolitan Transportation Plan (MTP)

**Metropolitan Transportation Plan (FHWA)** - The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process. (23 CFR 450.104)

### **Congestion Management Process (CMP)**

Congestion Management Process (FHWA definition) - A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of travel demand reduction and operational management strategies. (23 CFR 450.104)

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#### **EXHIBIT 4**

### Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation

### Frequently Asked Questions Topic 2: 2020 Urban Area Delineation

### Where can I find a description of the urban area delineation process used by the Census Bureau?

On March 24, 2022, the Census Bureau published a Federal Register notice that provided the final criteria for defining urban areas based on the results of the 2020 Decennial Census (87 FR 16706).

On December 29, 2022, the Census Bureau published a Federal Register notice announcing the list of qualifying urban areas based on the results of the 2020 Decennial Census (87 FR 80114). This notice also provides clarifications to the Census Bureau's criteria for defining urban areas as published in the Federal Register on March 24, 2022.

All questions concerning the criteria used and the process of designating urban areas should be directed to Census Bureau staff at <a href="mailto:geo.geography@census.gov">geo.geography@census.gov</a>.

### Where can I find the list of the 2020 Census urban areas?

The Census Bureau's Federal Register notice from December 29, 2022 (87 FR 80114), identifies population and housing counts for each urban area and the associated land area (in square miles).

The Census Bureau also published spreadsheets that contain population and housing counts for each urban area on its <u>Urban and Rural website</u> and geographic shapefiles on its <u>TIGER/Line website</u>.

FHWA has published geographic shapefiles for the 2020 urban areas on <u>HEPGIS</u> with population and housing unit data (refer to the "MPO & Air Quality" tab).

### Is it possible for urban area boundaries to overlap?

No. The Census Bureau assigns geographic areas to only a single urban area. The Census Bureau's final criteria for defining urban areas based on the results of the 2020 Decennial Census (87 FR 16706) includes a methodology for splitting large urban agglomerations and merging block aggregations.

# Since an area will qualify as urban if it contains at least 2,000 housing units, does that mean the resulting Census-defined urban area could have a population less than 5,000 people?

Yes. An area will qualify as urban if it contains at least 2,000 housing units or has a population of at least 5,000, per 87 FR 16706. This means that an area with a population less than 5,000 could qualify as urban if it contains at least 2,000 housing units. This situation could occur if the area's average household size is lower than 2.5 people per household, the housing vacancy rate is high, or there is a large number of vacation homes.

Please note that the Census Bureau defines urban areas primarily based on housing unit density measured at the census block-level of geography. Three housing unit densities are used in the delineation – 425 housing units per square mile (HPSM) to identify the initial core of urban block agglomerations and the cores of noncontiguous peripheral urban territory; 200 HPSM to expand the urban block agglomerations into less dense, but structurally connected portions of urban areas; and 1,275 HPSM to identify the presence of higher-density territory representing the urban nucleus. (87 FR 16706)

In addition, unless otherwise noted, FHWA will use the urban area population threshold of 5,000 or more for allocating program funds, establishing program standards, and implementing program provisions. (23 U.S.C. 101(a)(35))

#### **EXHIBIT 5**

### Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation

### Frequently Asked Questions Topic 4: Existing MPOs

## When do MPA boundaries for existing MPOs need to be updated to reflect the 2020 urbanized area boundaries?

MPOs (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s) and shall adjust them as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. (23 CFR 450.312(i))

The MPA boundaries of existing MPOs should be updated no later than the next scheduled MTP update after October 1, 2023, or within 4 years of the designation of the 2020 urbanized area boundary (i.e., December 29, 2026), whichever occurs first.

## What geographic area must be included within the MPA boundary? Can the MPA extend as far as the MSA boundary? What is the process for preparing and submitting adjusted MPA boundaries?

The boundaries of a MPA shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget. (23 CFR 450.312(a))

MPA boundaries shall not overlap with each other, per 23 CFR 450.312(g). Where part of an urbanized area served by one MPO extends into an adjacent MPA, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. Alternatively, the MPOs may adjust their existing boundaries so that the entire urbanized area lies within only one MPA. Boundary adjustments that change the composition of the MPO may require redesignation of one or more such MPOs. (23 CFR 450.312(h))

Following MPA boundary approval by the MPO and the Governor, the MPA boundary descriptions shall be provided for informational purposes to FHWA and FTA. The MPA boundary descriptions shall be submitted either as a geo-spatial database or described in sufficient detail to enable the boundaries to be accurately delineated on a map. (23 CFR 450.312(j))

Please keep in mind that not all FHWA Division Offices have GIS capabilities; in some instances the State may be required to print hard-copy maps or create portable document format (PDF) files for the Division. We stress that the approved (either signed or e-signed) boundary files and maps must be retained and retrievable as part of the State's and FHWA's file system until the next adjustment update.

After the boundaries are approved, the State DOT(s) or the FHWA Division Office(s) should provide the boundary files electronically to the FHWA Office of Planning for inclusion into FHWA's Planning, Environment, Realty Geographic Information System (HEPGIS) database. The preferred submission formats are ArcGIS or TransCAD GIS file formats - the GIS software packages most commonly used by State DOTs and MPOs. E-mail or File Transfer Protocol (FTP) submissions are strongly encouraged. Please contact Supin Yoder (Supin.Yoder@dot.gov) for detailed submission instructions.

The following metadata needs to be included when submitting new MPA boundary files:

- MPO Contact Information
  - o MPO Name:
  - o MPO Acronym (if any):
  - o Address:
  - o Telephone:
  - o Fax:
  - o Website:
- MPO Executive Director and/or Transportation Contact
  - o Name:
  - o E-mail:
  - o Telephone:
- MPO Designation
  - o Date of Designation:
  - o Names of 2020 Census Urban Areas served:
  - o TMA Status:
  - o 2020 MPO Census Population:

## If a new urbanized area boundary lies entirely within an existing MPA boundary, must the MPA boundary be adjusted?

No. The existing MPA boundary does not need to be adjusted if it contains the entire urbanized area boundary identified using the 2020 Census. However, the MPO may still need to adjust its MPA boundary to include new areas that are likely to become urbanized within the 20-year forecast period for the MTP.

### Does an MPA boundary adjustment trigger redesignation of the MPO?

It depends. Expansion of the MPA boundary to reflect changes in the urbanized area boundary, or the addition of new members to the MPO policy board to provide representation for newly included areas, do not automatically trigger redesignation of the MPO. However, MPA boundary adjustments that change the composition of the MPO may require redesignation of one or more such MPOs, per 23 CFR 450.312(h).

Per 23 CFR 450.310(j), redesignation of an MPO is required whenever the existing MPO proposes to make:

- A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
- A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.

Per 23 CFR 450.310(1), the following changes to an MPO do not require a redesignation (as long as they do not trigger a substantial change as described in 23 CFR 450.310(j)):

- The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area;
- Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area;
- Adding members to satisfy the specific membership requirements described in paragraph (d) of this section for an MPO that serves a TMA; or
- Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.

Two or more MPAs now cover portions of an urbanized area. Must all MPA boundaries be adjusted to ensure that the urbanized area lies entirely within a single MPA? Will FHWA and FTA "strongly encourage" MPOs to merge in this situation?

FHWA and FTA strongly urge that one MPO cover an entire urbanized area, but for various reasons, that is not always the case. FHWA and FTA will not require that existing MPOs merge unless the members of those respective MPOs agree to do so, with the concurrence of the Governor(s), and the redesignation provisions of  $\underline{23}$   $\underline{CFR}$  450.310 are followed.

There are at least three options available to handle this situation:

- By mutual agreement, each MPO represents the portion of the urbanized area lying within its existing MPA boundary. This option requires no boundary adjustment or MPO redesignation, so long as the interests of the urbanized area population residing within the adjacent MPA boundary are adequately addressed.
- The MPOs adjust their MPA boundaries to ensure that the urbanized area is located entirely within a single MPA. This will result in a net increase in the size of one MPA and a corresponding decrease in the other MPA(s). This option may require redesignation of one or more MPOs under 23 CFR 450.310, depending on the nature of the changes and the procedures established by State and local laws and MPO bylaws.
- Adjacent MPOs decide to consolidate into a single MPO. This option will require redesignation under <u>23</u> <u>CFR 450.310</u>.

If the Census Bureau adds a small area in a neighboring State to an MPO's urbanized area, does the new area need to be included in the MPO's MPA boundaries? What happens if the new area does not want to be part of the MPO?

Yes. The MPA boundaries shall encompass the entire existing urbanized area (as defined by the Census Bureau), per 23 CFR 450.312(a)(1). The jurisdiction(s) on the other side of the State line should be given the opportunity to be a part of the MPO policy board and planning process. To what extent those representatives need to be part of the process can be tailored to meet their needs and interests; however, any projects proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 in that new area still need to be included in the MPO's MTP and TIP. The existing MPO for the urbanized area will need to work with the relevant jurisdictions and the Governor of the neighboring State to develop an agreement to include that area in the MPO's planning process and MPO policy board, to the extent appropriate.

The new area could decide not to participate in the existing MPO, but then they would lack a direct role in how Federal surface transportation funds would be used in the area. The other members of the MPO, in cooperation with the State DOT and local transit operator(s), would determine which projects would be included in the MTP and the TIP for that particular area. The purpose of the metropolitan planning process is to support and facilitate regional cooperation in transportation system decision-making, so the parties need to find a way to work together as a region.

If you believe the Census Bureau has made an error, please contact geo.geography@census.gov.

If an existing MPO expands its MPA to include a new urbanized area, what changes need to be made to its policy board?

Changes to an MPO's policy board should be determined by the MPO according to the bylaws or enabling statute of the organization and the provisions in 23 U.S.C. 134(d) and 23 CFR 450.310.

Per 23 U.S.C. 134(d)(2), each MPO that serves an area designated as a TMA shall consist of local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials. In designating officials or representatives under 23 U.S.C. 134(d)(2) for the first time, subject to the bylaws or enabling statute of the organization, the MPO shall consider the equitable and proportional representation of the population of the MPA. (23 U.S.C. 134(d)(3)(D))

Per 23 CFR 450.310(j), redesignation of an MPO is required whenever the existing MPO proposes to make:

- A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
- A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.

Per 23 CFR 450.310(1), the following changes to an MPO do not require a redesignation (as long as they do not trigger a substantial change as described in 23 CFR 450.310(j)):

- The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area;
- Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area;
- Adding members to satisfy the specific membership requirements described in paragraph (d) of this section for an MPO that serves a TMA; or
- Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.

Will the MTP and TIP need to be modified immediately to assure that projects located in the new urbanized area boundary are eligible for advancement in existing MPO areas?

Following the Census 2010 urban area definitions, the MPA should have been expanded (if necessary) to include the 2010 Census-defined urbanized area, plus any additional area anticipated to be urbanized within the next 20 years, per 23 CFR 450.312(i). Therefore, it is likely that no immediate changes to the MTP or TIP will be needed. However, in cases where the urbanized area boundary has increased significantly beyond what was expected to become urbanized, the MPO should review and adjust the MPA boundary by the next MTP update occurring after October 1, 2023, or within 4 years of the Census definition of the 2020 urban areas (whichever is sooner), to incorporate new urbanized areas outside the current MPA, as well as additional areas expected to become urbanized in the next 20 years.

New MPA boundaries must be approved by the MPO and the Governor and submitted to FHWA and FTA, per 23 CFR 450.312(j). Once the expanded MPA boundary has been submitted, projects in the expanded MPA can be added to the MTP and TIP.

If an MPO is in the middle of an MTP update but doesn't expect to be finished by October 1, 2023, when should the MPO complete modifications to the MPA boundary?

FHWA has called for the next MTP update occurring after October 1, 2023, to reflect revised MPA boundaries based on the Census 2020 urban areas. We understand that some MPOs began their MTP updates before the Census 2020 population figures and boundaries were released. That work can be finished on your regular update schedule. However, the MPA should be revised to cover all of the Census 2020 urban areas (and additional areas forecasted to become urbanized within the next 20 years) as soon as possible.

## If an urbanized area population dropped below 50,000 as a result of the 2020 Census, can the associated MPO retain its MPO designation?

Yes. Per 23 U.S.C. 134(d)(5) and 23 CFR 450.310(g), an MPO designation shall remain in effect until an official redesignation has been made in accordance with 23 CFR 450.310. As such, the Governor(s) and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census) shall decide whether to redesignate an MPO representing an urbanized area with a population below 50,000. The MPOs that retain their designations and their responsibilities for carrying out the metropolitan transportation planning provisions under 23 U.S.C. 134 remain eligible to receive the Metropolitan Planning funds apportioned to States under 23 U.S.C. 104(b)(6).

There were three urbanized areas in this situation after the 2010 Census: Danville, Virginia; Sandusky, Ohio; and Galveston, Texas. The Danville MPO and the Erie County Regional Planning Commission (the MPO for the Sandusky, Ohio urbanized area) decided to maintain their MPO designations. Galveston, Texas was 1 of 4 urbanized areas represented by the Houston-Galveston Area Council (H-GAC). H-GAC retained Galveston in its MPA and continued serving the 3 other urbanized areas: Houston, Lake Jackson-Angleton, and Texas City.

The table below presents the urbanized areas from the 2010 Census (organized by State) that are under 50,000 as a result of the 2020 Census.

State	2010 Urbanized Area	2020 Population
Arkansas	Pine Bluff, AR	46,683
California	Delano, CA	44,410
Illinois	Carbondale, IL	31,488
Illinois	Danville, IL	40,044
Maryland	Cumberland, MDWVPA	46,296
Maryland	WestminsterEldersburg, MD	N/A
North Carolina	New Bern, NC	47,988
New Jersey	Twin RiversHightstown, NJ	N/A
New Jersey	Villas, NJ	N/A
Pennsylvania	BloomsburgBerwick, PA	39,212
Pennsylvania	East Stroudsburg, PANJ	47,891
Pennsylvania	MonessenCalifornia, PA	49,962
Pennsylvania	Pottstown, PA	N/A
Pennsylvania	UniontownConnellsville, PA	32,560
Texas	Texas City, TX	N/A
Wisconsin	West Bend, WI	34,552

### **EXHIBIT 6**

### Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation Frequently Asked Questions Topic 5: TMA Designations

### When will the Secretary of Transportation designate new TMAs?

On December 29, 2022, the Census Bureau published a Federal Register notice announcing the qualifying urban areas from the 2020 Census (87 FR 80114). On June 5, 2023, USDOT (FHWA and FTA) published a Federal Register notice (88 FR 36637) designating TMAs for urban areas with populations more than 200,000, as determined by the Census Bureau and the results of the 2020 Decennial Census. Please see FHWA's Estimated Schedule of Activities for more information.

For areas that do not meet the population threshold but want to be designated as a TMA, the Governor and the MPO designated for the area can formally request TMA designation from the Secretary of Transportation. ( $\underline{23}$   $\underline{U.S.C.}$   $\underline{134(k)(1)(B)}$ )

Santa Barbara, California and Odessa-Midland, Texas are historic examples of areas that previously requested and received TMA designation from the Secretary of Transportation.

### Which population number will USDOT use for the Federal Register notice designating TMAs?

USDOT (FHWA and FTA) will use the population numbers published in the Census Bureau's Federal Register notice with the list of qualifying urban areas (87 FR 80114).

### What happens when an urban area is designated as a TMA?

When an urban area is designated as a TMA, the MPO responsible for that urban area is subject to the following transportation planning requirements:

- 23 U.S.C. 134(d) and 23 CFR 450.310(d) regarding MPO structure,
- 23 CFR 450.322 regarding a Congestion Management Process,
- 23 CFR 450.332(c) regarding project selection from the TIP, and
- 23 CFR 450.336(b) regarding review and certification from FHWA and FTA no less than once every 4 years.

TMAs designated for urban areas with a population over 200,000 are also subject to the following provisions:

- <u>23 CFR 490 Subpart G</u> regarding traffic congestion performance measures (for areas designated as nonattainment or maintenance for ozone, carbon monoxide, or particulate matter), and
- <u>23 U.S.C. 133(d)</u> regarding the State's suballocation of Surface Transportation Block Grant (STBG) Program funding for urbanized areas with a population over 200,000.

Will urban areas designated as TMAs based on the results of the 2010 Census retain their designations if their 2020 populations dropped below 200,000?

On June 5, 2023, USDOT (FHWA and FTA) published a Federal Register notice (88 FR 36637) designating TMAs for urban areas with populations more than 200,000, as determined by the Census Bureau and the results of the 2020 Decennial Census. This Federal Register notice superseded the previous TMA designations made on July 18, 2012 (77 FR 42354). If an urban area did not meet the statutory population threshold for TMAs, FHWA and FTA did not designate the area as a TMA in the Federal Register notice.

For areas that do not meet the population threshold but want to be designated as a TMA, the Governor and the MPO designated for the area can formally request TMA designation from the Secretary of Transportation. ( $\underline{23}$   $\underline{U.S.C.}$   $\underline{134(k)(1)(B)}$ )

### Does an existing MPO in an area that is newly designated as a TMA have to modify its policy board?

Changes to an MPO's policy board should be determined by the MPO according to the bylaws or enabling statute of the organization and the provisions in 23 U.S.C. 134(d) and 23 CFR 450.310.

Per 23 U.S.C. 134(d)(2), each MPO that serves an area designated as a TMA shall consist of local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials.

Per 23 CFR 450.310(j), redesignation of an MPO is required whenever the existing MPO proposes to make:

- A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
- A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.

Per 23 CFR 450.310(1), the following changes to an MPO do not require a redesignation (as long as they do not trigger a substantial change as described in 23 CFR 450.310(j)):

- The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area;
- Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area;
- Adding members to satisfy the specific membership requirements described in paragraph (d) of this section for an MPO that serves a TMA; or
- Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.

### When must an area that is designated as a TMA establish a CMP?

A newly designated TMA shall implement a CMP within 18 months of designation, per 23 CFR 450.340(g). The USDOT (FHWA and FTA) published a Federal Register notice designating TMAs on June 5, 2023 (88 FR 36637). As such, new TMAs must have a CMP by December 5, 2024.

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#### EXHIBIT 7

### Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation Frequently Asked Questions Topic 6: Funding

How will FHWA determine each State's apportionment of Metropolitan Planning (PL) funds? Will the population numbers from the 2020 Census factor into these apportionments?

The <u>Infrastructure Investment and Jobs Act (IIJA)</u> (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" or BIL) authorizes a single, combined amount for each fiscal year for all apportioned highway programs combined. That amount is first apportioned among the States, and then each State's apportionment is divided among the individual apportioned programs. (FHWA's <u>BIL apportionment fact sheet</u>)

For FHWA's PL funds, each State's apportionment is calculated for each fiscal year (FY) by multiplying the total national PL apportionment by the ratio of the State's FY 2020 PL apportionment to all States' FY 2020 PL apportionments. (23 U.S.C. 104(b)(6))

The population numbers from the 2020 Census do not factor into the States' apportionments of PL funds; however, they will impact the States' PL distribution formulas under 23 CFR 420.109.

### When will the distribution of FHWA's PL funds have to change to account for new urbanized areas?

On December 29, 2022, the Census Bureau published a Federal Register notice announcing the qualifying urban areas from the 2020 Census (87 FR 80114). As a result, States should begin evaluating and revising their intra-state PL distribution formulas, as necessary. FHWA requests that States and their MPOs reaffirm the existing formula or agree on a new intra-state formula. Each State should work cooperatively with the existing MPOs (and local officials in newly-defined urbanized areas) to review the existing formula, then submit it to the appropriate FHWA Division Office for review and approval if any revisions are made. October 1, 2023, is the target date for finalizing the PL distribution formulas so that States can distribute the FY 2024 PL funds to MPOs based on the new Census numbers.

For example PL distribution formulas, please see FHWA's <u>Review of State DOT Approaches to Distribute Federal Metropolitan Planning (PL) Funds to MPOs</u>.

### Can a new urbanized area receive FHWA's PL funds if an MPO has not yet been designated?

No. A new urbanized area cannot receive PL funds until the State's PL distribution formula has been approved by the FHWA Division Office, per 23 CFR 420.109, and an MPO has been officially designated, per 23 CFR 450.310.

In situations where an intra-State distribution formula has been approved by the FHWA Division Office but an MPO has not yet been officially designated, the State can reserve the PL funds until the MPO designation is complete.

States may provide State Planning and Research (SPR) funds or Surface Transportation Block Grant (STBG) funds to support "start-up" planning activities in anticipation of a new MPO designation.

### How will the 2020 Census urban areas impact STBG funding?

Per  $\underline{23 \text{ U.S.C. } 133(d)(1)(A)}$ , 55% of each State's STBG apportionment (after the set-aside for Transportation Alternatives) is to be obligated in the following areas, in proportion to their relative shares of the State's population:

- In urbanized areas of the State with an urbanized area population of over 200,000,
- In urbanized areas of the State with an urbanized area population of not less than 50,000 and not more than 200,000,
- In urban areas of the State with a population not less than 5,000 and not more than 49,999, and
- In other areas of the State with a population less than 5,000.

This suballocation formula will use the population totals from the 2010 Census until the Census Bureau publishes their Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census. The remaining 45% of each State's STBG apportionment may be obligated in any area of the State.

In addition, 23 U.S.C. 133(g)(1) allows States to use up to 15% of the STBG amounts suballocated for a fiscal year for use in areas with a population of not more than 49,999 on:

- Roads functionally classified as rural minor collectors or local roads; or
- Critical rural freight corridors designated under 23 U.S.C. 167(e).

### How will STBG funds be suballocated between two or more MPOs that cover the same urbanized area?

There is no specific provision in Federal transportation legislation for the allocation of STBG funds among multiple MPOs serving the same urbanized area. In these circumstances States should coordinate with MPOs and local officials to address State and local transportation needs.

Does each urbanized area receive its own STBG funding allocation? Are these funds eligible to be used for projects outside the designated urbanized area, but within the MPA?

STBG funding allocations are sub-allocated to urbanized areas in proportion to their relative shares of the State's population. (23 U.S.C. 133(d)(1)(A))

For urbanized areas with a population greater than 200,000, this portion is to be divided among those areas based on their relative share of population unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. (23 U.S.C. 133(d)(1)(A)(i) and 23 U.S.C. 133 (d)(4))

For urbanized areas with population of at least 50,000 but no more than 200,000, the State is to establish a process to consult with relevant MPOs and describe how funds will be allocated equitably. (23 U.S.C. 133(d)(1)(A)(ii) and 23 U.S.C. 133 (d)(3)(A))

STBG funds attributed to an urbanized area with a population greater than 200,000 may be obligated anywhere within the MPA that encompasses the urbanized area. (23 U.S.C. 133(d)(2))

### **EXHIBIT 8**

# Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation Frequently Asked Questions Topic 7:Adjusting Urban Area Boundaries and Implications for FHWA's Programs

### Are States, MPOs, and local governments required to adjust Census-designated urban area boundaries?

No. 23 U.S.C. 101(a)(35) and 23 U.S.C. 101(a)(36) allow States and local officials to adjust urban and urbanized area boundaries; however, there is no Federal requirement for them to make these adjustments or to recalculate the population numbers if they chose to adjust the boundaries. If an urban area is within an MPO's MPA, local officials coordinate with their MPO and State DOT on the boundary adjustment, per 23 CFR 470.103. States, MPOs, and local governments may choose to make boundary adjustments for a variety of reasons, including, but not limited to:

- Aligning urban area boundaries with existing planning boundaries (e.g., MPA boundaries, local municipal boundaries),
- Addressing irregularities in urban area boundary shapes,
- Maintaining consistency with highway functional classifications,
- Including transit routes and/or traffic generators,
- Incorporating local knowledge of urban form (e.g., current and future land use), and/or
- Fostering an inclusive, effective, and comprehensive transportation planning process.

If an area with a population less than 5,000 qualifies as urban because it contains at least 2,000 housing units, can States, MPOs, and local governments adjust the urban area boundaries?

No. Per 23 U.S.C. 101(a)(35), only the boundaries of an urban area with a population of 5,000 or more can be adjusted.

# Can States, MPOs, and local governments adjust urban area boundaries to include less area than the Census-designated boundaries?

It depends. Per 23 U.S.C. 101(a)(35), urban area boundary adjustments shall encompass, at a minimum, the entire urban area designated by the Census Bureau, except in the case of cities in the State of Maine and in the State of New Hampshire. Per 23 U.S.C. 101(a)(36), urbanized area boundary adjustments shall encompass, at a minimum, the entire urbanized area as designated by the Census Bureau.

### Does the MPA need to contain the entire adjusted urbanized area?

At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan, per 23 CFR 450.312(a)(1). Therefore, it is most likely that the MPA would need to include the entire adjusted urbanized area.

### How often can States, MPOs, and local governments adjust urban area boundaries?

Although there is no specific FHWA policy on how often urban area boundaries can be adjusted, States, MPOs, and local governments are strongly encouraged to make such adjustments as infrequently as possible and only when deemed absolutely necessary to maintain consistency in the transportation planning process and FHWA's programs.

FHWA recommends that States complete the urban area adjustment process within 1 year of the Census Bureau's Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census (i.e., December 29, 2023). FHWA will consider all urban area boundaries final as of April 15, 2025, and will use the original 2020 Census boundaries for all urban areas that have not been adjusted. The HPMS data submissions on April 15, 2025, and June 15, 2025, should conform to these urban area boundaries.

### What is the process for preparing and submitting adjusted urban area boundaries?

The determination to adjust an urban area boundary is a State and local decision that should be made cooperatively between State and local officials and MPOs if the boundary is located within an MPO's MPA. Urban area boundary adjustments are subject to approval by the Secretary of Transportation, per 23 U.S.C. 101(a)(35) and 23 U.S.C. 101(a)(36), but FHWA Order M1100.1A delegates the approval authority to the FHWA Division Administrator.

FHWA considers a State's DOT, working with the appropriate local government entities, to be the leading authority during this process and relies upon State DOTs to take an active leadership role. FHWA's <u>Highway Functional Classification Concepts</u>, <u>Criteria and Procedures</u> recommends the following process for State DOTs, which typically takes 6-12 months to complete:

- Establish an interagency review team,
- Obtain urban area boundary data from the Census Bureau and generate data and maps,
- Coordinate with local governments and MPOs to adjust urban area boundaries,
- Document the urban area adjustments and the cooperative process (including concurrence from State and local officials),
- Send the documentation to the respective FHWA Division Office for review and approval, and
- Incorporate adjusted urban area boundaries into enterprise systems, planning documents, and processes.

Please keep in mind that not all FHWA Division Offices have GIS capabilities; in some instances the State may be required to print hard-copy maps for the Division to review and approve. We stress that the approved (either signed or e-signed) boundaries files and maps must be retained and retrievable as part of the State's and FHWA's system file, until the next adjustment update.

After the boundaries are approved, the State DOT(s) or the FHWA Division Office(s) should provide the boundary files electronically to the FHWA Office of Planning for inclusion into FHWA's <u>HEPGIS</u> database. The preferred submission formats are ArcGIS or TransCAD GIS file formats - the GIS software packages most commonly used by State DOTs and MPOs. E-mail or File Transfer Protocol (FTP) submissions are strongly encouraged. Please contact Supin Yoder (Supin Yoder adot.gov) for detailed submission instructions.

### What FHWA programs are impacted by adjustments to urban area boundaries?

The following FHWA programs distinguish between urban and rural areas and are impacted by adjustments to urban area boundaries:

• Highway Functional Classification: The highway functional classification system distinguishes both by type of roadway facility and whether the facility is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation. If a roadway facility is located within an adjusted urban area boundary, it will be classified as an urban facility. If a roadway facility is located outside of an adjusted urban are boundary, it will be classified as a rural facility. See FHWA's Highway Functional Classification Concepts, Criteria and Procedures for more information.

- HPMS Reporting: FHWA's <u>Highway Performance Monitoring System</u> (HPMS) requests States to report annual highway statistics (i.e., lane and centerline miles, vehicle miles traveled) by highway functional classification, including urban versus rural. Several tables in FHWA's annual <u>Highway Statistics Series</u> also summarize information by urban versus rural classifications. If an urban area boundary has been adjusted, the State must include it in the annual HPMS submittal. See FHWA's <u>HPMS Field Manual</u> for more information on reporting requirements.
- Critical Freight Corridors: The National Highway Freight Program (NHFP) (23 U.S.C. 167) uses the urbanized area definition in 23 U.S.C. 101(a)(36), which includes adjusted urbanized areas, for the designation of critical rural freight corridors (CRFCs) and critical urban freight corridors (CUFCs):
  - 23 U.S.C. 167(e) establishes criteria for designating CRFCs for public roads not within an urbanized area, and
     23 U.S.C. 167(f) establishes criteria for designated CUFCs for public roads within an urbanized area.

Per FHWA's <u>NHFP guidance</u>, being located inside or outside an adjusted urbanized boundary determines whether a public road can be designated as a CRFC or a CUFC. CUFC routes must be within the adjusted boundaries of an urbanized area. CRFC routes must be outside the adjusted boundaries of any urbanized area.

- STBG Apportionment Formula: Urban area boundary adjustments affect where funds may be spent within a State, not how much funding the State receives. Per 23 U.S.C. 133(d)(1)(A), 55% of each State's STBG apportionment (after the set-aside for Transportation Alternatives) is to be obligated in the following areas, in proportion to their relative shares of the State's population:
- In urbanized areas of the State with an urbanized area population of over 200,000,
- In urbanized areas of the State with an urbanized area population of not less than 50,000 and not more than 200,000,
- In urban areas of the State with a population not less than 5,000 and not more than 49,999, and
- In other areas of the State with a population less than 5,000.
- STBG Special Rule for Areas Less Than 50,000: 23 U.S.C. 133(g)(1) allows States to use up to 15% of the STBG amounts suballocated for a fiscal year for use in areas with a population of not more than 49,999 on:
- Roads functionally classified as rural minor collectors or local roads; or
- Critical rural freight corridors designated under 23 U.S.C. 167(e).
- CMAQ Traffic Congestion Performance Measures: Per 23 CFR 490.105(d)(2), State DOTs and MPOs shall establish a single urbanized area target that represents the performance of the transportation network in each applicable area for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program traffic congestion performance measures, as specified in 23 CFR 490.703. The boundaries of urbanized areas shall be identified based on the most recent Decennial Census, unless FHWA approves adjustments to the urbanized area and these adjustments are submitted to HPMS. (23 CFR 490.103(b))
- Control of Outdoor Advertising: The Outdoor Advertising Control Program (23 U.S.C. 131) uses the urban area definition in 23 U.S.C. 101(a)(35), which includes adjusted urban areas, to specify the boundary between locations where signage can be placed beyond 660 feet and be intended to be read from the highway. See FHWA's Outdoor Advertising Control website for more information.

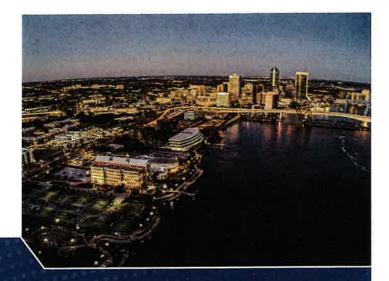
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District Two

# **URBAN AREA BOUNDARY**

# UPDATE

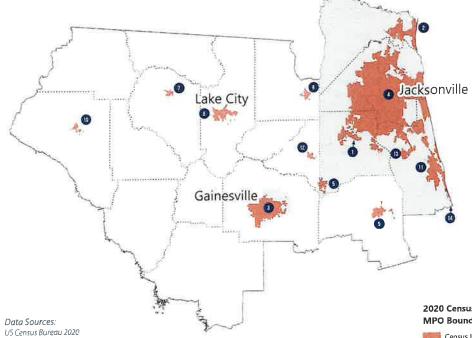


# **PURPOSE**

Urban Areas represent densely populated areas. The U.S. Census Bureau revises these urban areas every 10 years based on population counts from the decennial census. The Federal Highway Administration (FHWA) provides state DOTs the opportunity to adjust and revise these boundaries to be more consistent with transportation planning needs. The purpose of this document is to outline the activities and schedule regarding the adjustment of Urban Area Boundaries within FDOT District 2.

14 Urban

77% Population in 7.5%



### **CENSUS URBAN AREAS**

(2020 Population)

- Asbury Lake-Middleburg (23,649)1
- Fernandina Beach-Yulee (50,805)<sup>2</sup>
- Gainesville (213,748)3
- Jacksonville (1,247,374)
- Keystone Heights (8,218) Lake City (25,334)
- Live Oak (6,668)
- 8. Macclenny (10,881)
- Palatka (20,032)
- 10. Perry (6,531)
- 11. St. Augustine (91,786)
- 12. Starke (6,486)
- 13. World Gold Village (19,679
- 14. Daytona Beach-Palm Coast-Port Orange (402,126)4

' Was part of 2010 Jacksonville UA

- <sup>2</sup>Fernandina Beach and Yulee were separate urban areas in 2010
- New Transportation Management Area
- (TMA)
- Daytona Beach-Palm Coast-Port Orange Urban Area: One census block is in FDOT District 2 (coordinate with District 5)

2020 Census Urban Areas and **MPO** Boundaries

Census Urban Areas (2020)

MPO Boundary

#### **PROCESS TIMELINE**

- May 2023 July 2023: Internal FDOT coordination and preparation
- August 2023: Stakeholder kick-off meeting (virtual webinar)
- August 2023 September 2023: One-on-one meeting with MPOs/TPOs and other Local Entities for additional coordination
- August 2023 November 2023: Stakeholder meetings to adjust UABs and compile all adjustments for draft submissions

2024 · January 2024: Stakeholder final meeting (virtual webinar)

- January 2024 May 2024: Additional coordination to update UABs and submit 14 UABs to FDOT Central Office (CO)
- May 2024: FDOT and FHWA finalize adjustments to UABs
- December 2024: Adjusted UABs integrated with FDOT Business Systems

### RESOURCES



### REFERENCE MATERIAL

### FDOT DISTRICT 2 URBAN BOUNDARY CHANGES WEB-APP COMMENT FORM:

https://hdr.maps.arcgis.com/apps/webappviewer/index. html?id=88120e0c8d344bb5bd75420e871e8af6

### FDOT CENTRAL OFFICE HUB SITE WITH DATA:

https://urban-boundary-functional-class-update-2020-fdot.hub.arcgis.com/

### **FDOT CENTRAL OFFICE GUIDANCE:**

https://www.fdot.gov/statistics/hwysys/UBFC-update-process.shtm

### **URBAN AREA CRITERIA FOR 2020 CENSUS - FINAL CRITERIA:**

https://www.federalregister.gov/documents/2022/03/24/2022-06180/urban-area-criteria-for-the-2020-census-final-criteria

### FEDERAL HIGHWAY ADMINISTRATION: FREQUENTLY ASKED QUESTIONS:

https://www.fhwa.dot.gov/planning/census issues/urbanized areas and mpo tma/faq/page07.cfm

### LIST OF TOOLS





# **DATA DELIVERY FORMAT:** ArcGIS & Microsoft Office formats (if applicable)



### MAPS:

PDF formats for viewing and printing



FDOT D2 Jacksonville Office:

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JUSTIN BELLOT justin.bellot@dot.state.fl.us



Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

North Central Florida Regional Planning Council

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

August 9, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 577

SUBJECT: Florida Department of Transportation Freight Mobility and Trade Plan

### STAFF RECOMMENDATION

For Information Only.

### **BACKGROUND**

The Florida Department of Transportation is in the process of updating its Freight Mobility and Trade Plan. The Florida Department of Transportation has been conducting a statewide series of public forums on the draft Freight Mobility and Trade Plan. Staff participated in the forum held at the District 2 Jacksonville Urban Office. Materials relating to the forum include:

Exhibit 1 - Freight Mobility and Trade Plan Regional Outreach Flyer;

Exhibit 2 - Freight Mobility and Trade Plan Regional Freight Forum Series Handout;

Exhibit 3 - Freight Mobility and Trade Plan Webpage Excerpt.; and

Exhibit 4 - Freight Mobility and Trade Plan Regional Outreach District 2 Presentation.

Staff has forwarded a comment to the Florida Department of Transportation conveying its truck parking deficiency concern.

Attachments



# Freight Mobility and Trade Plan

2024 Update and Regional Outreach Events

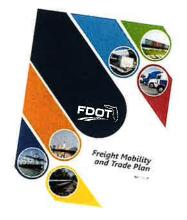
### What is it?

The <u>Freight Mobility and Trade Plan</u> (FMTP) is a comprehensive plan developed by the Florida Department of Transportation (FDOT) that identifies freight transportation needs and facilities critical to the state's economic growth and guides multimodal freight investments in Florida.

The development of a state freight plan is a requirement of the Fixing America's Surface Transportation (FAST) Act to be eligible for funding under the National Highway Freight Program (23 U.S.C. 167). The freight plan must comprehensively address the state's freight planning activities and investments, including both immediate and long-range.

The 2021 Infrastructure Investment and Jobs Act (IIJA) requires state freight plans to be updated every four years, rather than every five years.





# Learn More at our Regional Outreach Events

Freight impacts the everyday lives of Floridians and quality of life, whether a member of the public or a stakeholder in the freight industry. Join FDOT for FMTP Outreach Events in **June 2023** to learn more and participate in breakout sessions to help inform the plan!

# View Event Schedules and Registration



SurveyMonkey.com/r/FMTP24\_Outreach





# FREIGHT MOBILITY AND TRADE PLAN

## Regional Freight Forum Series

Northeast Florida June 15, 2023 9AM-12PM

FDOT Jacksonville - Urban Office Training Center 2198 Edison Avenue, Jacksonville, FL 32204

Forum Objective: Gather public input on local freight needs, issues, and strategies for a

robust statewide freight plan update.

### Agenda

9:00 to 9:10 AM	Welcome to the FMTP24 Regional Freight Forum Series
9:10 to 9:45 AM	The Statewide Freight Plan Introduce the importance of statewide freight planning and the FDOT freight planning process
9:45 to 10:30 AM	<b>The Regional Perspective</b> Provide perspective on the issues, challenges, and opportunities related to freight in the District
10:30 to 11:50 AM	<b>Breakout Session</b> Engage participants to examine key regional issues related to freight and summarize participant input
11:50 to 12:00 PM	Concluding Remarks Share next steps for continued collaboration



# **National Highway Freight Network (NHFN)**

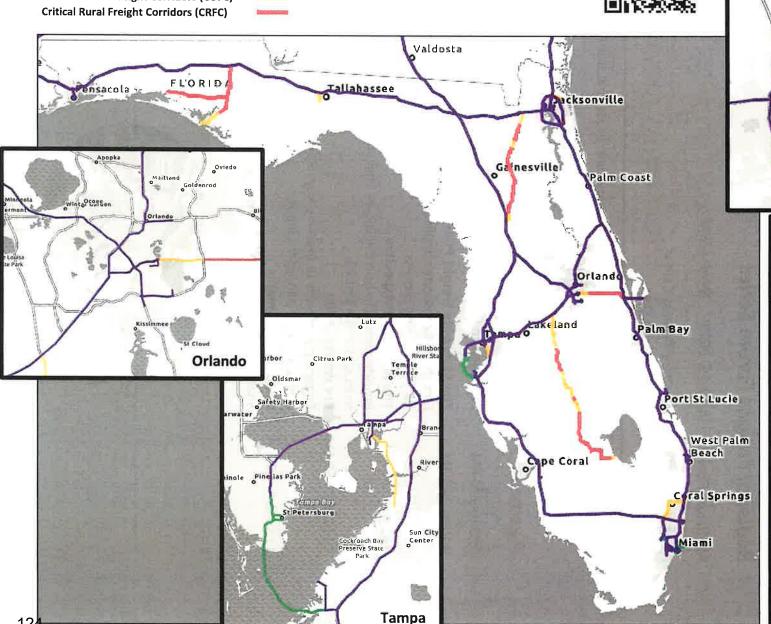
Primary Highway Freight System (PHFS)
Non-Primary Highway Freight System
Critical Urban Freight Corridors (CUFC)
Critical Rural Freight Corridors (CRFC)

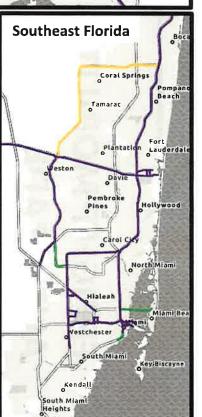


Take a closer look using FHWA's Visualization Tool

Orange

**Jacksonville** 







## Notes

### EXHIBIT 3

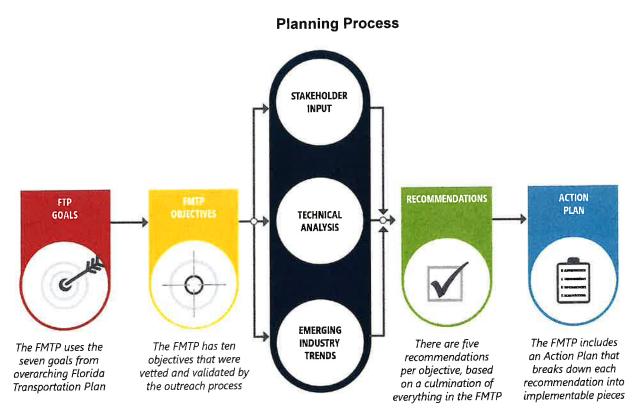
### Freight Mobility and Trade Plan

### Overview

The Freight Mobility & Trade Plan is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state.

To receive funding under the <u>National Highway Freight Program</u> (23 U.S.C. 167), the FAST Act requires the development of a state freight plan which must comprehensively address the state's freight planning activities and investments both immediate and long-range. The recent Infrastructure Investment and Jobs Act (IIJA) includes several new required elements for State Freight Plans, establishes new priorities States are required to consider in carrying out activities under the State Freight Plan, clarifies the State Freight Plan approval process, and modifies the length of the update cycle for State Freight Plans from every five years to every four years.

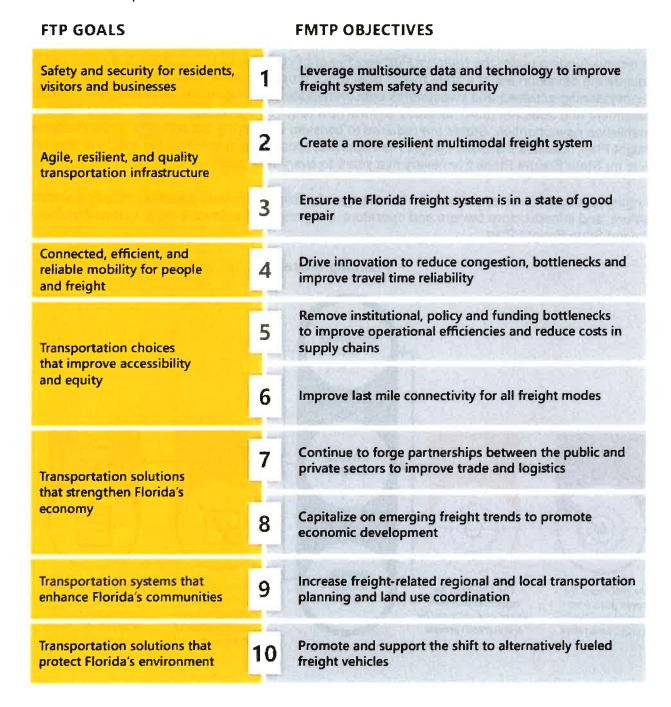
Bringing together the perspectives and knowledge of public and private partners, including shippers, carriers, and infrastructure owners and operators, is necessary for developing a comprehensive and relevant State Freight Plan.



### **Goals and Objectives**

The <u>Florida Transportation Plan (FTP)</u> is the single overarching plan guiding Florida's transportation future. Updated every five years, the FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors. The FMTP includes the integration of the FDOT modal plans and studies into a cohesive Freight Mobility and Trade Plan that is focused on supporting the Florida Transportation Plan's goals and federal freight goals.

The FMTP objectives were developed by examining goals and objectives from the <u>FTP</u>, <u>FDOT Modal Plans</u>, partner agency plans, as well as by incorporating feedback provided by the <u>FLFAC</u>. This crosswalk ensured that the FMTP objectives reflect Florida's collective freight vision and set the stage for collaborative implementation of the FMTP recommendations.



### Inputs

**Outreach** - Our inclusive engagement process involved soliciting feedback from the freight community - private sector stakeholders in the shipping and manufacturing industries, to business executives and public sector leaders, to the general public.

- Several Florida Freight Advisory Committee meetings focused on the FMTP update to gain targeted industry input during the plan development process - <u>click here for details!</u>
- A Project Advisory Committee (PAC) was assembled to represent FDOT offices related to freight, provide guidance on the development of the plan, and help validate the results.
- We received local feedback in each of FDOT's 7 districts during a series of Regional Freight Forums - this input is woven into the draft plan documents above, and is <u>summarized here!</u>

**Technical Analysis** – Data-driven analysis was key to highlighting successes and gaps in Florida's freight system. The analysis for the FMTP involved examining networks, assets, commodities, and performance measures. A total of 17 performance measures were examined from a host of available datasets, including a few federally required measures such as combination truck hours of delay and truck travel time reliability.

**Emerging Industry Trends** – The evolution of freight transportation is largely shaped by trends in demographics, consumer behavior, economics, regulations, and technological advances. New trends can create new challenges or unique barriers, which is why the FMTP analysis included anticipated future impacts based on our stakeholder feedback and industry research. One important emerging freight trend is the rise in connected and automated vehicle (CAV) and electric vehicle (EV) technology, and the plan highlights how technology can be a capacity multiplier in this arena.

### **Recommendations and Action Items**

Recommendations for action are aligned with the FMTP objectives. Five recommendations have been developed for each FMTP objective based on technical analysis results, capturing stakeholder input, and considering emerging market trends and opportunities. These are documented in the Freight Mobility and Trade Plan Chapter 9.

The Action Items are organized into an implementation plan with a timeline based on short-term (less than 2 years), medium-term (3-5 years), long-term (5+ years) and continuous horizons. These are documented in the <u>Freight Mobility and Trade Plan Chapter 10</u>.

### FMTP24 Outreach

Our inclusive engagement process involves soliciting feedback from the freight community - private sector stakeholders in the shipping and manufacturing industries, to business executives and public sector leaders, to the general public.

The June 2023 Regional Outreach Presentations can be viewed here:

- District 1 & 7 Regional Outreach Presentation
- District 2 Regional Outreach Presentation
- District 3 Regional Outreach Presentation
- District 4 Regional Outreach Presentation
- District 5 Regional Outreach Presentation
- District 6 Regional Outreach Presentation

Source - Florida Department of Transportation Freight Mobility and Trade Plan webpage

### **EXHIBIT 4**







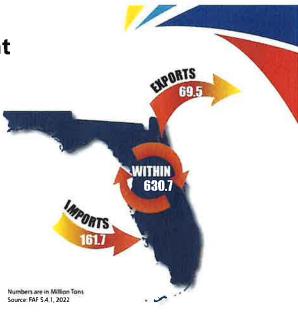
# **AGENDA**





# The Importance of Freight

- Freight impacts your everyday life
- Florida's freight system is critical to the economic vitality of the state
- As the third most populous state in the U.S., Florida consumes a significant amount of goods and commodities
- Florida is strategically positioned as a regional and national gateway







## Why Plan for Freight?

### **Purpose**

# Characteristics

### Cohesion

- Identify freight mobility issues and needs
- Develop policies, programs and projects
- Support economic development and commercial trade
- Fulfill federal regulations

- Multimodal all freight modes
- Intermodal connectivity
- Understandable & pragmatic
- Implementable plan
- Supports on-going planning
- Prioritization: Highest needs matched with project selection
- Supports LRTP
- Aligns with modal plans: Rail, Highway, Maritime, Space and Air
- Supports federal freight goals
- Provides support & guidance for local freight planning/District plans



### What is the FMTP?

- A comprehensive plan that focuses on the movement of goods in, out, and around Florida
- Identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state
- Required to receive funding under the National Highway Freight Program







# **A Brief History**

2013/14

MAP-21 established national freight policy and goals and a formal national freight network. Florida's House Bill 599 directed the State to create a freight plan.

2012

Florida published its first Statewide Freight Plan



2015

The FAST Act created a National Multimodal Freight Network and dedicated freight funding through the National Highway Freight Program. 2017 oht office was

A freight office was established within FDOT.

2020

Florida published its second FMTP.

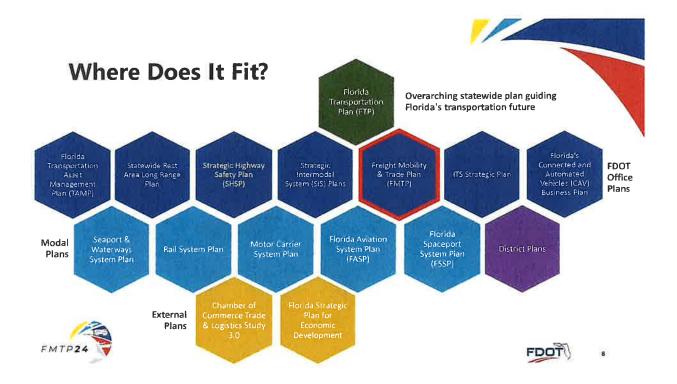
2021

The IIJA was passed, creating the opportunity for substantial investments in freight infrastructure.

2023

FDOT is working on Florida's third Statewide Freight Plan.





### Who Benefits, and How?

to understand freight's contribution to every day life **General Public** 

to measure progress using plan metrics, leverage grants, apply for funding **Local Government** 

**Elected Officials** to understand freight's role in economy, manufacturing, jobs (Local/Legislature)

to explore freight's share of economy, logistics efficiency, economic strengths, **Local Chambers of** Commerce challenges

to see freight infrastructure availability, logistics efficiency, what places are pro-Manufacturers business

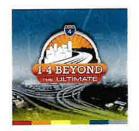
**News Outlets and** to witness freight's role in daily life and the economy Trade/Business Media





# National Highway Freight Program (NHFP)

- The FMTP helps to determine which projects submitted from around the state will receive funding from the NHFP
- Expected funding amount per FY is ~\$65M
  - Totals finalized in yearly approval process
- This does not increase with the IIJA





Title: SR 400 (I-4) 1 Mile of SR 434 to E of SR 15/600 (US17/92) 242592-4 (I-4 Beyond the Ultimate)

**NHFP Funds:** \$15,000,000



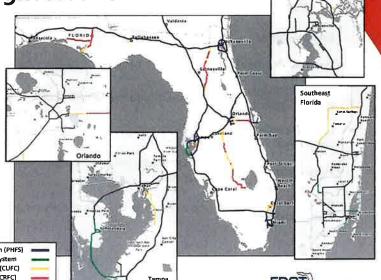
NHFP Funds: \$1,311,404







- The National Highway Freight Network (NHFN) helps strategically direct resources toward improved system performance for efficient movement of freight on highways
- Projects submitted for NHFP funding must be on the NHFN or prove that they benefit the NHFN





Primary Highway Freight System (PHFS) Non-Primary Highway Freight System Critical Urban Freight Corridors (CUFC) Critical Rural Freight Corridors (CRFC)





### The 2020 FMTP

### 8 Technical Memorandums

- TM 1 Policies & Strategies
- TM 2: Systems & Assets
- TM 3 Conditions & Performance
- TM 4. Trends
  - Scenario Planning
- - SWOT Analysis
- TM 6 Prioritization & Selection
- TM 7: Investment & Improvement



10 Chapter Visual Plan

- · Chapter 1: Approach
- · Chapter 2: Outreach
- Chapter 3: Assets & Conditions
- · Chapter 4: Trends
- Chapter 5: Issues & Needs
- · Chapter 6: Scenario Planning
- Chapter 7: Prioritization
- · Chapter 8: Investment
- · Chapter 9: Recommendations
- · Chapter 10: Implementation

Updated annually



# 2020 Objectives





- Leverage multisource data and technology to improve freight system safety and security
- Create a more resilient multimodal freight system
- Ensure the Florida freight system is in a state of good repair
- Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- Improve last mile connectivity for all freight modes
- Continue to forge partnerships between the public and private sectors to improve trade and logistics
- Capitalize on emerging freight trends to promote economic development
- Increase freight-related regional and local transportation planning and land use coordination
- Promote and support the shift to alternatively fueled freight vehicles





## **Changes Since Last Plan**



- The COVID-19 pandemic and the challenges with the global supply chain
- New federal requirements & funding through the IIJA
- A new group of FLFAC members
- A new Florida Transportation Plan
- New FDOT focus areas





## **BIL Changes to Freight Planning**



### Increases investment in multimodal freight infrastructure

- · More formula dollars
- · New and enhanced competitive programs



### Strengthens policy and programming that guide investments

- Expanded eligibility
- Increases critical freight corridors

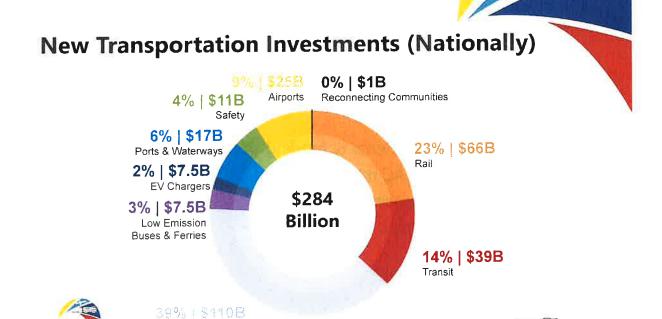
Roads & Bridges



**Establishes Office of Multimodal Freight Infrastructure and Policy** within USDOT







# Freight Funding Opportunities in IIJA

PROGRAMS	ТҮРЕ	FUNDED AMOUNT
National Highway Freight Program	Formula	\$7.2 Billion
National Infrastructure Project Assistance Program ("Mega-projects") <b>(NEW)</b>	Competitive	\$5 Billion
INFRA Program	Competitive	\$8 Billion
RAISE Program	Competitive	\$7.5 Billion
Reduction of Truck Emissions at Port Facilities Program <b>(NEW)</b>	Competitive	\$400 Million





17

# **New State Freight Plan Requirements**

- Must be updated every four years instead of five
- Must include:
  - Supply chain cargo flows
  - Inventory of commercial ports
  - Impacts of e-commerce on freight infrastructure
  - Consideration of military freight
  - · Assessment of truck parking facilities in the state
  - Strategies and goals to decrease:
    - The severity of impacts of extreme weather and natural disasters on freight mobility
    - · The impacts of freight movement on local air pollution
    - The impacts of freight movement on flooding and stormwater runoff
    - The impacts of freight movement on wildlife habitat loss



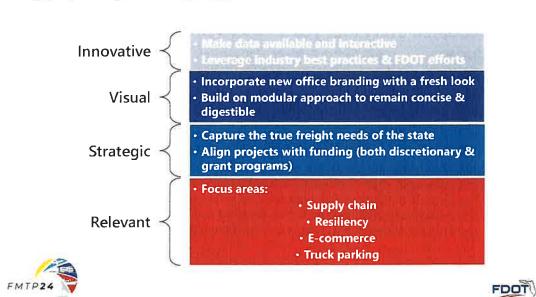


## **Freight Data**

Requirement	Possible Data Source	Data Gap
Commercial motor vehicle parking facilities assessment	Truck parking surveys	
Areas with a shortage of adequate parking and underlying causes	Truck Parking Development Handbook Truck GPS data	
Supply chain cargo flows by mode of transportation	Freight Analysis Framework (FAF)	
Commercial ports	U.S. Army Corps of Engineers Waterborne Commerce Statistics	968
E-commerce		E-commerce impacts on demand and delivery
Military freight	Strategic Highway Network (STRAHNET)	(*)
mpacts of extreme weather and natural disasters on freight mobility	Federal Emergency Management Agency (FEMA) After Action Reports	
mpacts of freight movement on local air ollution	Environmental Protection Agency (EPA) Motor Vehicle Emission Simulator (MOVES)	·
mpacts of freight movement on flooding and tormwater runoff		Hydrology impacts of freight infrastructure
mpacts of freight movement on wildlife nabitat loss	-	Wildlife data

**FMTP24 Plan Themes** 

FMTP**24** 

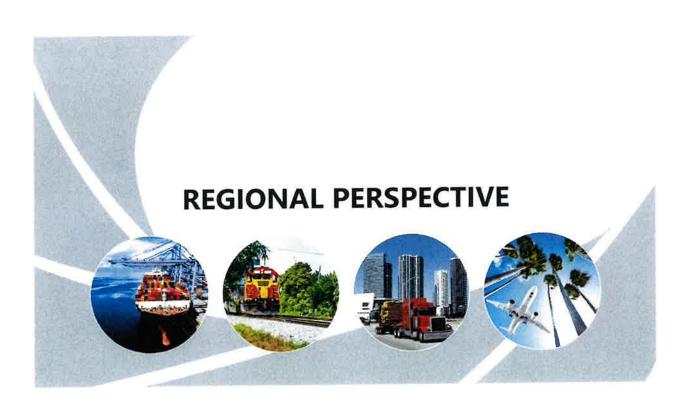


### **FDOT Focus Areas**





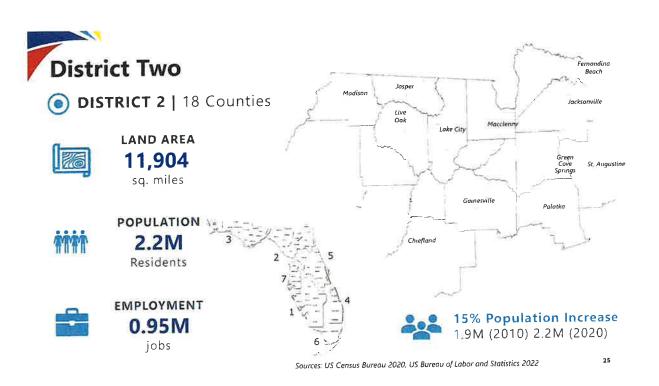




# 5-Year Work Program



**FMTP Guides Freight Investments** 20-Year Plan for State's 5-Year Funding Plan for Freight Infrastructure. State's Infrastructure. Freight 5-Year Mobility Work Updated every year. Updated every 4 years. & Trade **Program** Plan Project process seems Helps identify immediate needs and long but allows thorough planning and long-term needs. community inputs.



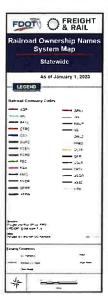


# Railroad Infrastructure



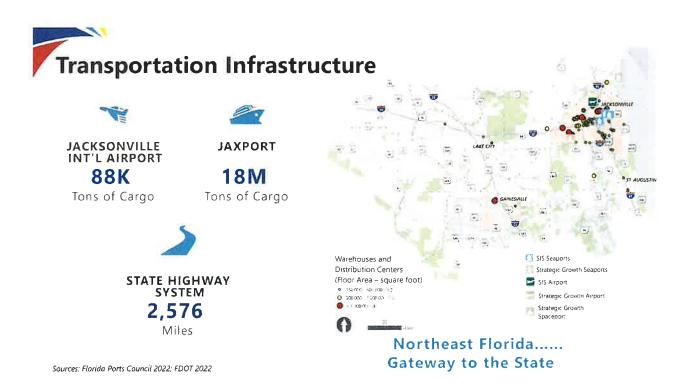
RAIL

**670**Mainline Miles
In District 2

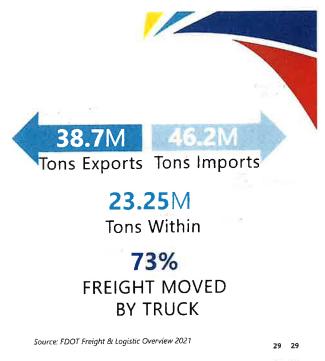




Northeast Florida.....
RR Interchange Location for the State







# Major Projects STARK TRUCK ROUTE



4-Lane Rural Facility Opened 2019

- U.S 301 vital route for Florida's trucking industry
- New road to alleviate traffic on the north and south ends of the U.S. 301 Starke route
- Truck by-pass route around the City of Starke
- Reduction in traffic congestion and heavy traffic







**Harbor Deepening Project**Deepen shipping channel from 40 feet to 47 feet through Blount Island



SSA Jacksonville Container
Terminal (JCT) at Blount Island
\$ 100 million in berth enhancements



**Container Cranes** 

These cranes are equipped to service post-Panamax vessels







Rail Capacity Project
FM# 446827-2
Jacksonville Freight Improvements
CSX,NS & FEC Interchange



Starke RR Overpass From: US 301 to: East of CSX RR

FM#436558-1, work started in 2023



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# Major Projects

## JAX INTL AIRPORT AIR CARGO RAMP EXPANSION



Completed 2019

#### · FM#434876-1

- Expanded the existing Air Cargo apron by adding 7000 square yards of concrete to the southern side of the existing apron.
- The existing air cargo apron is located north of runway 14/32 and south of the terminal structure.



Project Cost

23

# Major Projects

## **AIR CARGO 3 RAMP EXPANSION**



Will begin 2023

#### • FM#432640-2

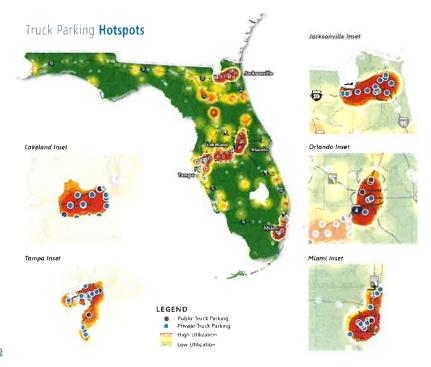
- Expands the existing apron near Air Cargo 3, which is located on the southeast end of the terminal and north of the approach end of Runway 32.
- The expansion will provide approximately 7,300 additional square yards of concrete south of the existing apron and will provide an additional parking spot and ADG IV taxilane access.







District Two has **31** public locations with **655** spaces.



Northeast Florida Truck Parking Study, 2019

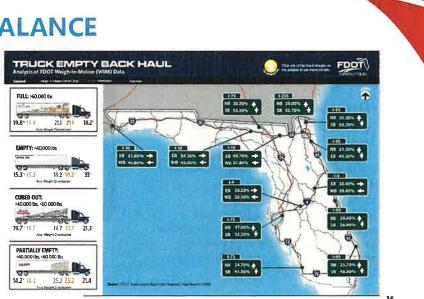
# Looking Ahead FREIGHT IMBALANCE

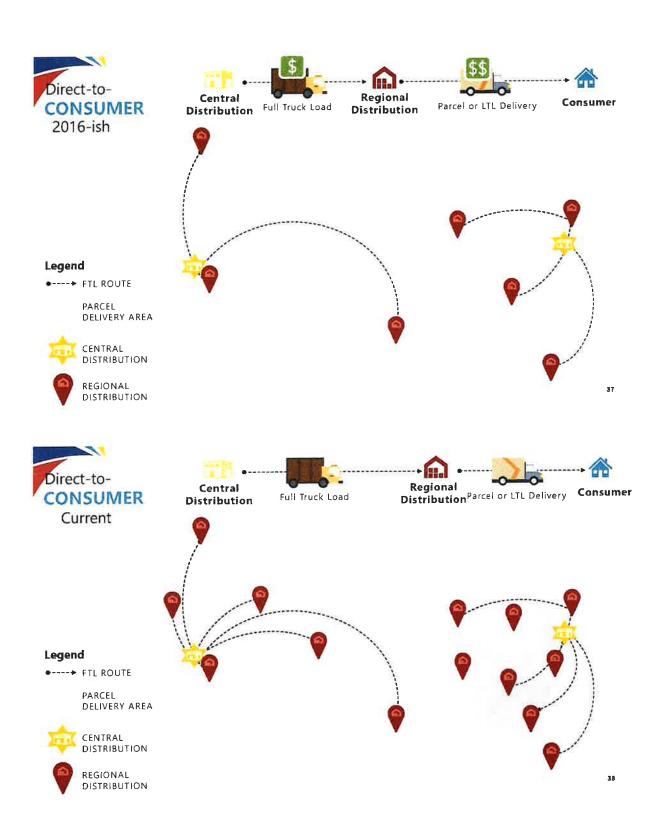






Within













## **Breakout Instructions**

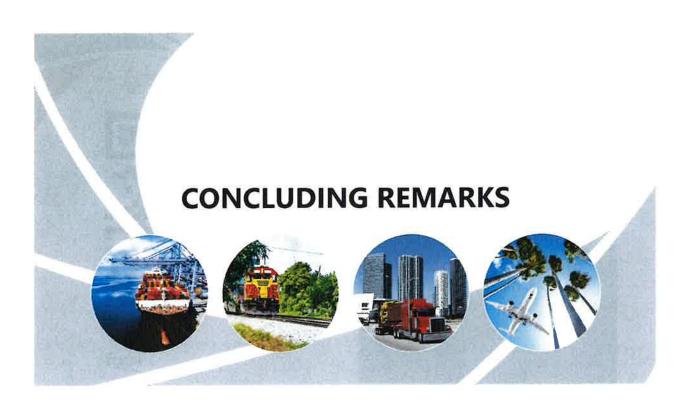
- Break up into smaller groups
- Small group facilitated discussions on:
  - Biggest regional issues
  - Potential solutions
  - Strategies to address issues/achieve objectives
- Group leader from each breakout group will report on the group discussions

This is your chance to provide input! We want to hear from everyone!





42

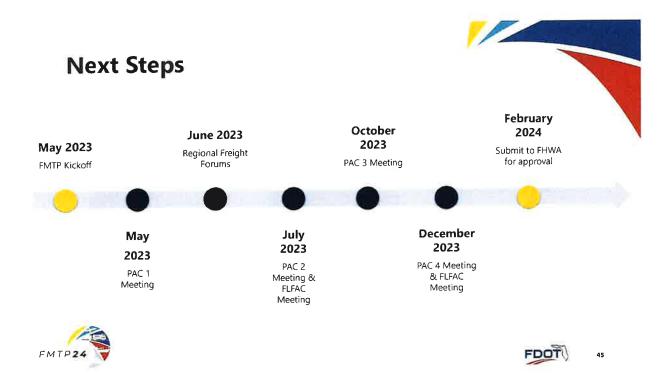


# FMTP Stakeholders/Outreach

	Florida Freight Advisory Committee (FLFAC)	Project Advisory Committee (PAC)	Regional Freight Forums	Public Comment
WHO	A representative cross- section of public and private sector freight stakeholders	Members from relevant FDOT Offices and District Freight Coordinators (DFCs)	Members of the public and freight stakeholders	Members of the public and freight stakeholders
WHAT	Advise on freight-related priorities, issues, projects, and funding needs; Promote the sharing of information between the private/public sectors	Provide project oversight and guidance; Share best practices and lessons learned	Help identify statewide or District- specific freight trends, challenges, needs, and solutions	Ensure the plan appropriately captures public input







# Other Ways to Provide Input

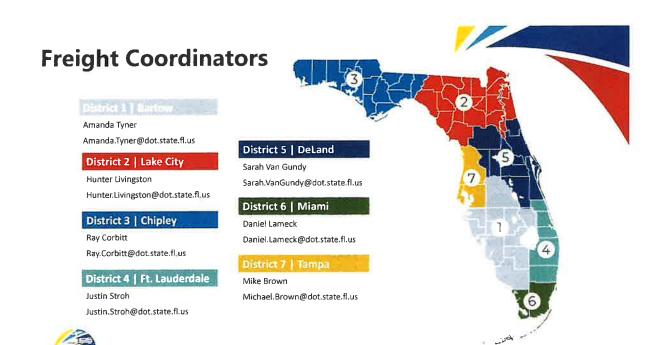
- Post-meeting online survey/comment form
- Reach out to your District Freight Coordinator







23





FMTP24





Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

North Central Florida Regional Planning Council

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

August 9, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

5R/-

SUBJECT:

Florida Department of Transportation Regional Modeling for

Long-Range Transportation Plans Flyer

#### STAFF RECOMMENDATION

For Information Only.

#### BACKGROUND

The Florida Department of Transportation has provided a flyer concerning regional modeling for long-range transportation planning (see Exhibit 1).

Currently, the Florida Department of Transportation District 2 staff coordinates with its two metropolitan planning organizations:

- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; and
- North Florida Transportation Planning Organization.

In addition, the Florida Department of Transportation District 2 staff coordinates with the rural counties and municipalities within District 2 concerning long-range transportation planning needs.

The Metropolitan Transportation Planning Organization utilizes an Alachua Countywide transportation planning model (Gainesville Urban Area Transportation Study). The North Florida Transportation Planning Organization utilizes a multi-county regional model (Northeast Regional Planning Model).

Attachment

# REGIONAL MODELING FOR LONG RANGE TRANSPORTATION PLANS

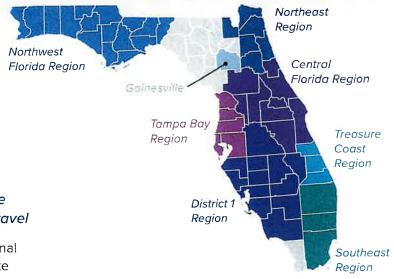


#### WHAT IS REGIONAL MODELING?

Regional modeling is a process used in transportation planning to assess and estimate future travel patterns within a specific geographic region. It involves the analysis of various factors that influence travel demand, such as:

- Population
- Employment
- Land use
- Existing and future transportation infrastructure and the associated ease of travel

Travel demand models (TDMs) are the computational tools running on specialized software used to make travel pattern forecasts.

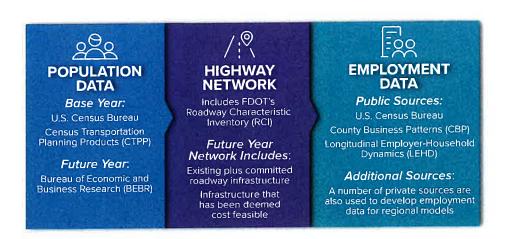


#### WHY IS IT IMPORTANT?

The goal of regional modeling is understanding how people travel within a specific region, where people live and work, the modes of transportation they use, and the routes they take to their destinations. TDMs help Metropolitan Planning Organizations (MPOs) develop long range transportation plans (LRTPs) by analyzing travel patterns and land use alongside potential impacts of transportation policies and investments.

#### HOW DOES IT WORK?

The modeling process involves several interconnected work stages to capture travel patterns within a region, the first of which is collecting high-quality data that provides a picture of the current socioeconomic and infrastructural landscape of the region to serve as inputs into the model.



#### REGIONAL MODELING FOR LONG RANGE TRANSPORTATION PLANS

Once the current trends in the region have been established, a baseline model run can be executed, which represents no changes in the region's infrastructure beyond those already planned and money allocated (programmed). The results of this run are utilized to identify potential future problems within the region's transportation system, such as overly congested roadways, access limitations, and more. Local planners are then able to assess any potential problems that are identified in the results and determine possible solutions.

The model serves as the key tool for testing these solutions. Any number of scenarios can be crafted containing modifications to the model inputs that reflect the solution(s) being tested. Modifications may involve new roadway alignments and infrastructure like bridges, tunnels etc., new transit service or service patterns, changed roadway characteristics such as widenings, different population, household and employment assumptions, among others. These scenarios are subsequently run to determine the magnitude of the impact of the suggested improvements on the future conditions of the region.

After studying the results from the completed scenarios, planners and decision-makers can determine which improvement projects to prioritize to address the needs of the region's anticipated future travel conditions. Scenarios are used during community engagement to help local stakeholders visualize future needs and consider tradeoffs and prioritization of projects and policies based on their specific regional needs or preferences.



#### How much traffic?

Shows volumes of vehicles along specific links

#### Type of Traffic?

Loaded vehicles may include trucks, autos etc.

#### Where are the issues?

Capacity constraints may be identified which are then used to prioritize alternatives

Indicates congested travel times by time period

**Transit flow** 



#### TRIP TABLE

#### Indicates overall trip making activity

Shows where travelers originate and where they want to go

#### Gives a general idea of long-term patterns of trip making

Another data point for long term transportation investment prioritization



#### MODE SPLIT

Indicates how people move around region

How many travel together in same private vehicle?

How many travel by transit:

Bus | Train | Taxi TNC | Micromobility, etc.

Gives information on the mix of transportation modal infrastructure and capacity Allows prioritization for optimal mix to serve region

This ultimately results in the development of LRTPs that are built from the prioritization process and represent the list of projects that the community has agreed will best accommodate future growth, reduce congestion, enhance accessibility and generally address the needs, concerns and preferences of the region's stakeholders.

#### ADDITIONAL RESOURCES

FHWA Policy and Guidance for Travel Demand Modeling and Traffic Analysis Tools

Florida Standard Urban Transportation Model Structure

Florida Department of Transportation Metropolitan Planning Support

Florida Department of Transportation Forecasting & Trends Office





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

August 9, 2023

North

Central

Florida

Regional **Planning** 

Council

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

Florida Department of Transportation Performance Measures - Target Zero Flyer

#### STAFF RECOMMENDATION

For Information Only.

#### **BACKGROUND**

The Florida Department of Transportation has provided a Target Zero flyer (see Exhibit 1). The Target Zero campaign was established in the Florida State Highway Safety Plan. The flyer includes an invitation to join Florida's Target Zero Network. Staff will coordinate with the Florida Department of Transportation to join the network.

Attachment



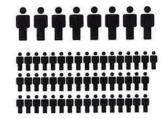


## **TOGETHER TOWARD ZERO**

Florida's target is ZERO FATALITIES
AND SERIOUS INJURIES.



## ON FLORIDA'S ROADS...



8 daily fatalities

daily serious injuries

But when it comes to human lives, no death or serious injury is acceptable.

Source: FDOT

# **HOW DO WE GET THERE?**

#### NATIONALLY VISION-4: (\*NETWORK

The Vision Zero Network is a national collaborative network to help communities eliminate traffic fatalities and serious injuries, while increasing safe, healthy, and equitable mobility. First implemented in Sweden in the 1990s, where traffic deaths have been cut in half even while the number of trips increased, Vision Zero is gaining momentum across the globe, including in many U.S. communities.

# HELPING FLORIDA'S COMMUNITIES ACHIEVE THE NATIONAL VISION



Florida established Target Zero in the **Strategic Highway Safety Plan** to provide a framework for how Florida's communities work to achieve the national vision TOGETHER, by:

- Establishing the FORMAL PERFORMANCE TARGET OF ZERO fatalities and serious injuries with the Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA), and TRACKING PROGRESS toward that goal.
- Supporting safety partners by collecting, analyzing, and using data to identify and address FLORIDA-SPECIFIC NEEDS, AND prioritize STRATEGIC INVESTMENTS.
- Employing a HUMAN-FACTORS APPROACH to mitigate human errors in a SAFE SYSTEM APPROACH.
- Establishing a FLORIDA NETWORK for resource and information SHARING AMONG COMMUNITY PARTNERS.





















#### JOIN FLORIDA'S TARGET ZERO NETWORK

- Participate in the development and implementation of Florida's Strategic Highway Safety Plan.
- Access safety-related data, analysis tools, and dashboards in the Safety Data Integration Space.
- Access extensive safety analysis of Florida's top safety challenges, to maximize resources.
   See countermeasures to address Florida's top lane departure, pedestrian, and bicyclist safety challenges.
- Access over 100 FREE and pre-recorded safety courses, and receive announcements for upcoming safety courses.
- Access video, audio digital media, social media posts, print materials and more to support community outreach and engagement.
- Join one of Florida's statewide multiagency and multidisciplinary **Traffic Safety Coalitions.**

#### AND GET CONNECTED TO THESE SAFE SYSTEM APPROACH RESOURCES:

#### SAFE ROADS

- Design and operate SAFE
  ROADS with context-based
  engineering criteria from the
  FDOT Design Manual, the
  FDOT Traffic Engineering
  Manual, and more.
- Obtain FHWA funding for safety infrastructure investments to achieve SAFE ROADS on all public roadways. See The Highway Safety Improvement Program Guidelines for eligibility.

#### SAFE ROAD USERS

- Promote SAFE ROAD USERS with access to video and audio digital media, social media posts, print materials, and more! See our Annual Safety Calendar for comprehensive access to resources.
- Develop SAFE ROAD USERS with funding for safety education and enforcement efforts! See Traffic Safety Subgrants (fdot.gov) for programs and eligibility.

#### SAFE SPEEDS

- Design for SAFE SPEEDS using speed management design criteria in FDOT's Design Manual.
- © Establish SAFE SPEEDS using Florida's Speed Zoning Manual.
- Enforce SAFE SPEEDS by obtaining NHTSA funding for speed enforcement.

#### **POST CRASH CARE**

Access POST CRASH CARE resources with additional enforcement grants.

#### SAFE VEHICLES

Advance SAFE VEHICLES
by conducting research,
developing, and testing
emerging transportation
technologies in safe and
controlled environments at
Florida's SunTrax facility.









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Suwannee • Taylor • Union Counties

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

August 9, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

Florida Department of Transportation - North Central Region Economic Fact Sheet

#### STAFF RECOMMENDATION

For Information Only.

#### **BACKGROUND**

The Florida Department of Transportation has provided an economic profile of the counties that comprise the North Central Florida Regional Planning Council plus Marion County (see Exhibit 1). The North Central Florida Regional Planning Council includes Alachua, Bradford, Columbia Dixie, Gilchrist Hamilton, Lafayette, Levy, Madison Suwannee, Taylor and Union Counties.

The regional economic profile includes:

- Regional and State Year 2022 Population and Year 2050 Population Forecast;
- Regional Race and Ethnicity;
- Regional and State Median Household Income;
- Regional Number of Households and Household Size;
- Regional and State Percent Below Poverty;
- Regional and State Unemployment;
- Regional and State Journey to Work Travel Time;
- Regional and State Employment (Jobs) by Major Industry;
- · Regional General Land Use; and
- Regional Freight Activity.

The population of several cities within the region is also included in the profile.

#### Attachment

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# **NORTH CENTRAL REGION**

**ECONOMIC REGIONAL PROFILE** 

ALACHUA / BRADFORD / COLUMBIA / DIXIE / GILCHRIST / HAMILTON / LAFAYETTE / LEVY
/ MADISON / MARION / SUWANNEE / TAYLOR / UNION

Florida has eight statutorily designated economic regions, which are comprised of counties that share similar characteristics as it relates to demographics, employment, income, and business and industry. The predominantly rural North Central Region (Region) consists of 13 counties. This economic profile offers a snapshot of the region's characteristics.

2022 POPULATION (REGION)

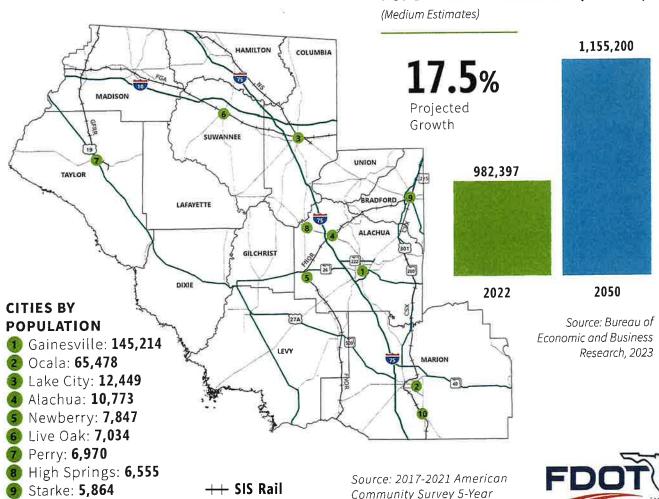
iii 982,397

**10** Belleview: **5,650** 

2022 FLORIDA POPULATION



#### POPULATION PROJECTION (REGION)

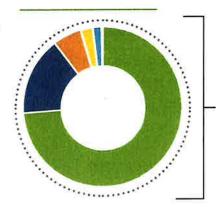


Estimates

· SIS Highway

#### **DEMOGRAPHICS & INCOME**

#### **RACE**



73.8% White Only

15.9% Black or African American Alone

5.8% Two or more races

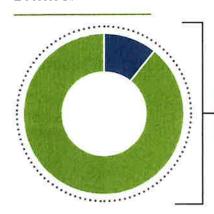
2.5% Asian alone

#### 1.7% Other Race alone

0.3% American Indian & Alaska Native Alone

0.1% Native Hawaiian and other Pacific Islander

#### **ETHNICITY**



89.2% Not Hispanic or Latino

**10.8%** Hispanic or Latino

Source: Decennial Census 2020: Table P2

**MEDIAN AGE** (2021)

#### LABOR FORCE PARTICIPATION



of Region's Population

Source: 2017-2021 American Community Survey 5-Year Estimates

#### MEDIAN HOUSEHOLD INCOME



**REGION** 

\$50,216 \$61,777

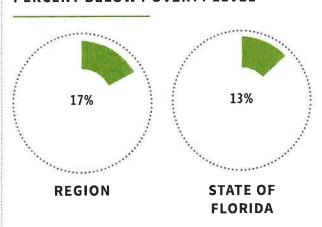
STATE OF **FLORIDA** 

18% Less than the State Median

Source: 2017-2021 American Community Survey

5-Year Estimates

#### PERCENT BELOW POVERTY LEVEL



Source: 2017-2021 American Community Survey 5-Year Estimates

# HOUSEHOLDS, TRAVEL TIME, & EMPLOYMENT

NUMBER OF HOUSEHOLDS

360,123

AVERAGE HOUSEHOLD SIZE 2.73

Source: 2017-2021 American Community Survey 5-Year Estimates

Source: 2017-2021 American Community Survey 5-Year Estimates

#### UNEMPLOYMENT

**3.2**%

**UNEMPLOYMENT (REGION)** 



FLORIDA UNEMPLOYMENT

Source: Bureau of Labor Statistics, 2023

#### **AVERAGE TRAVEL TIME TO WORK (Minutes)**

**25.4** 

TRAVEL TIME (REGION)



FLORIDA TRAVEL TIME

Source: 2017-2021 American Community Survey 5-Year Estimates

#### MAJOR INDUSTRIES

21.68% Government

20.12% Trade, Transportation, & Utilities

16.80% Education & Health Services

11.05% Leisure & Hospitality

9.54% Professional & Business Services

**6.35%** Manufacturing

5.96% Construction

3.63% Financial Activities

2.18% Other Services

1.89% Natural Resources & Mining

0.80% Information

Source: Office of Economic and Demographic Research

456,718

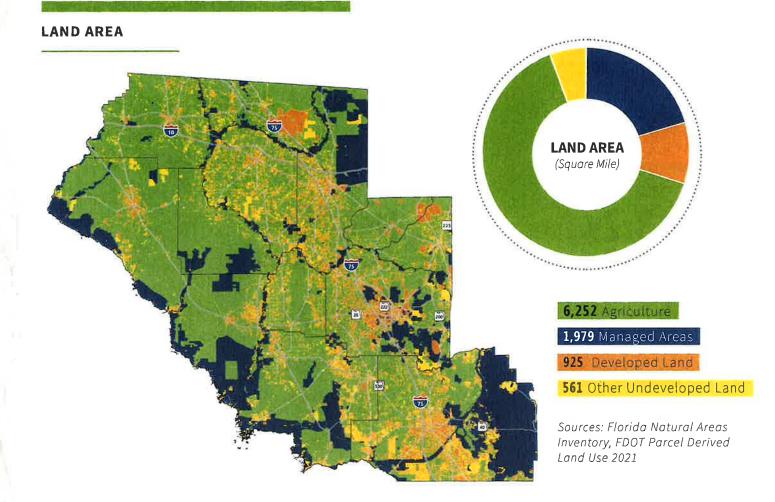
**TOTAL JOBS (REGION)** 



**FLORIDA TOTAL JOBS** 

Source: FDOT, Florida Population and Employment Growth, March 2023

#### **GEOGRAPHY & FREIGHT**



18% The Region Comprises 18% OF FLORIDA'S LAND AREA

The Region Comprises 4%
OF FLORIDA'S POPULATION

**FREIGHT** 

5,209

59.5M

6.8%

Number of Freight Parcels

Freight Floor Area (sq. ft.)

of Total Floor Area

Sources: Florida Department of Revenue







Serving Alachde

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

North Central Florida Regional Planning Council

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

August 9, 2023

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 transit ridership status reports at its October 25, 2021, April 25, 2022, July 11, 2022, October 24, 2022, December 12, 2022, February 6, 2023, April 3, 2023, June 5, 2023 meetings and August 9, 2023.

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

### http://ncfrpc.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 was 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 was recovering, but was significantly below Pre-Covid-19 Pandemic ridership.

Exhibit 5 shows Covid-19 Pandemic-impacted Fiscal Year 2021-22 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2022-23(First Quarter) sample transit ridership. This exhibit shows that ridership is recovering in Fiscal Year 2022-23.

Exhibit 6 shows Pre-Covid-19 Fiscal Year 2018-19 sample transit ridership contrasted with Covid-19 Pandemic-impacted plus Fare-Free Fiscal Year 2022-23 (First Quarter) sample transit ridership. This exhibit shows that ridership is recovering, but is significantly below Pre-Covid-19 Pandemic ridership.

Exhibit 7 shows information from Exhibit 4 plus monthly ridership percentage change.

#### Attachments

#### 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 2018-19	October	November	December	January	February	Sum								O
2018 10					Lordary	Sum	March	April	May	June	July	August	September	Sum
2018 10							Route 1							
2010-19	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 Pei	rcentage (	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 Pe	rcentage (	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 P	Percentag	e 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 Pe	ercentage (	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 Pe	ercentage (	Change				-5.08%								-79.86%

Percentage Ridership Decrease

#### Transit Ridership with Covid-19 Impacts - Sample Routes

#### Fiscal Year 2020-21

**Covid-19 Pandemic Ridership** 

					COVIG	-19 Fanue	mic Ride	TSILLE					
Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
						Rout	te 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%
						Rou	te 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%
						Rout	e 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%
						Rout	e 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%
						Rout	te 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

#### 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													ou
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 l	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												181.44%	
						Rout	te 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 1	Percentage	Change											116.87%
						Rout	te 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%
						Rou	te 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

#### 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
•					11	Rout	te 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 P	Percentage (	Change											-46.94%
						Rou	te 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 F	Percentage (	Change											-45.56%
					v	Rout	e 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 I	Percentage (	Change											-37.41%
						Rout	e 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	811,18
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	394,48:
Ridership I	Percentage (	Change											-51.37%
						Rout	e 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	591,59
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	263,35
Ridership 1	Percentage	Change											-55.48%

Percentage Ridership Decrease

### **Transit Ridership with Covid-19 Impacts - Sample Routes**

#### Fiscal Year 2022-23

Covid-19 Pandemic Plus Fare-Free Ridership

					u 17 1 um	dennic 1 iu	is I uit I i	ce ittideit	, mil				
Year	October	November	December	January	February	March	April	May	Јиле	July	August	September	Sum
						Rou	te 1						
2021-22	24,956	20,475	20,100	20,632	22,011	23,995	24,412	24,412	24,315				205,308
2022-23	27,470	22,824	22,645	25,723	24,694	25,827	23,890	22,632	21,422				217,127
Ridership	Percentage	Change					100				***	No.	5.76%
Route 9													
2021-22	26,184	25,425	12,283	19,996	19,996	20,591	8,177	8,177	9,064				149,893
2022-23	38,302	28,718	13,710	34,177	36,989	33,635	32,716	12,286	10,116				240,649
Ridership	Percentage	Change											60.55%
			N <sup>T</sup> A			Rou	te 12						
2021-22	27,098	24,798	15,456	24,998	29,317	25,100	14,008	14,008	15,970				190,753
2022-23	43,142	32,862	22,650	38,980	40,566	36,874	37,177	21,435	18,882				292,568
Ridership	Percentage	Change											53.38%
						Rou	te 20						
2021-22	46,568	40,093	21,250	29,295	45,140	35,266	19,739	19,739	21,324				278,414
2022-23	49,988	38,967	21,095	40,964	44,572	40,538	39,468	25,002	26,624				327,218
Ridership	Percentage	Change											17.53%
	7/41 T					Rou	te 35						
2021-22	32,792	24,004	14,684	27,295	26,962	22,799	13,515	13,515	15,746				191,312
2022-23	26,573	20,054	12,741	23,995	25,170	24,235	23,070	14,837	14,469				185,144
Ridership	Percentage	Change											-3.22%

Percentage Ridership Decrease

Ridership Increase [Full Month]

#### Transit Ridership with Covid-19 Impacts - Sample Routes

#### Fiscal Year 2018-19 - Fiscal Year 2022-23

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
						Rout	te 1						
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318	36,374				398,663
2022-23	27,470	22,824	22,645	25,723	24,694	25,827	23,890	22,632	21,422				217,127
Ridership I	Percentage (	Change											-45.54%
						Rout	te 9						
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972				334,794
2022-23	38,302	28,718	13,710	34,177	36,989	33,635	32,716	12,286	10,116				240,649
Ridership l	Percentage (	Change											-28.12%
						Rout	e 12						
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218				353,378
2022-23	43,142	32,862	22,650	38,980	40,566	36,874	37,177	21,435	18,882				292,568
Ridership l	Percentage (	Change											-17.21%
						Rout	e 20						
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356				600,59
2022-23	49,988	38,967	21,095	40,964	44,572	40,538	39,468	25,002	26,624				327,21
Ridership	Percentage •	Change											-45.52%
						Rout	te 35					-	
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927				442,77
2022-23	26,573	20,054	12,741	23,995	25,170	24,235	23,070	14,837	14,469				185,14
Ridership	Percentage	Change											-58.19%

Percentage Ridership Decrease

Ridership Increase [Full Month]

### 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
						Rout	te 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%
	-					Rout	te 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%
						Rou	te 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	482,46
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	217,87
% 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|



Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

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

August 9, 2023

North

Central

Florida

Regional Planning

Council

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TO:

Scott R. Koons, AICP, Executive Director FROM:

Transportation Disadvantaged Program - Status Report SUBJECT:

#### **RECOMMENDATION**

For Information Only.

#### BACKGROUND

Attached are the April - June 2023 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

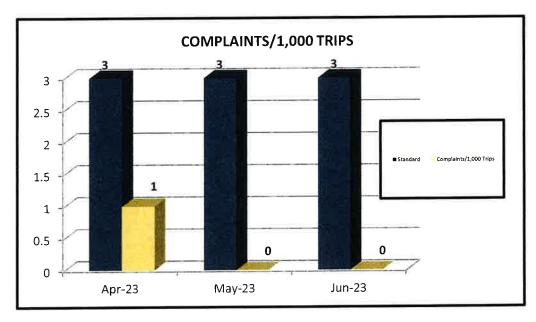
Attachments

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# TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

# **ALACHUA COUNTY, APRIL 2023 - JUNE 2023**

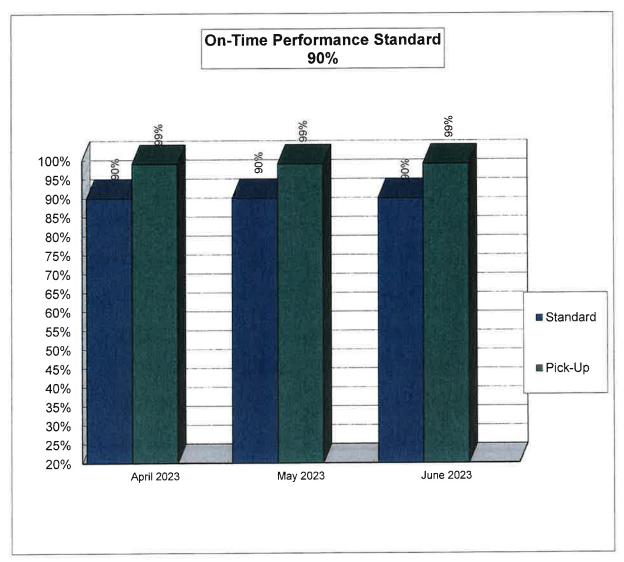
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Apr-23	3	11
May-23	3	0
Jun-23	3	0



Source: MV Contract Transportation, Inc. Operations Report

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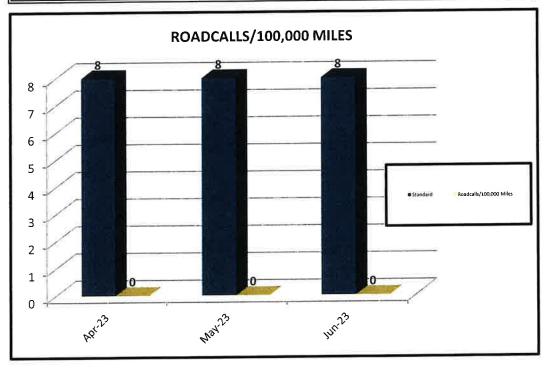
# TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS OF PERFORMANCE ALACHUA COUNTY April 2023 - June 2023



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

# TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, APRIL 2023 - JUNE 2023

MONTH	STANDARD	ROADCALLS/100,000 MILES
Apr-23	8	0
May-23	8	0
Jun-23	8	0

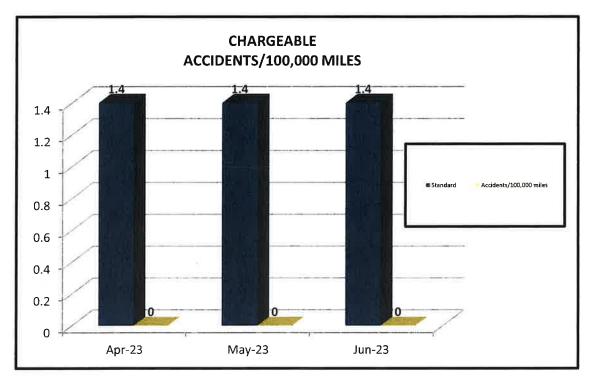


Source: MV Contract Transportation, Inc. Operations Report

# TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

### **ALACHUA COUNTYAPRIL 2023 - JUNE 2023**

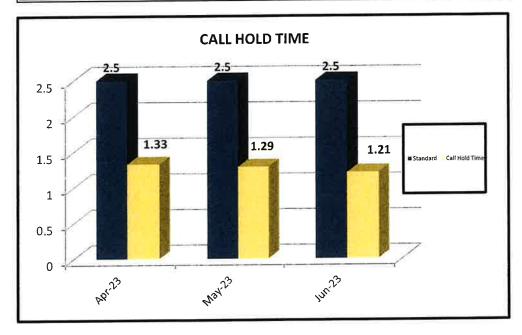
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Apr-23	1.4	0
May-23	1.4	0
Jun-23	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

## TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, APRIL 2023 - JUNE 2023

MONTH	STANDARD	CALL HOLD TIME
Apr-23	2,5	1.33
May-23	2.5	1.29
Jun-23	2.5	1.21



Source: MV Contract Transportation, Inc. Operations Report

Meeting

Agenda

**Enclosures** 



Serving Alachua Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

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

August 9, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Transportation Improvement Program Amendment - Section 5310 Capital - Small Urbanized Area Grants -City of Gainesville Regional Transit System

#### STAFF RECOMMENDATION

Amend the Transportation Improvement Program for Fiscal Years 2022-23 to 2026-27 to add the Section 5310 Capital - Small Urbanized Area - City of Gainesville Regional Transit System Grants and Miscellaneous project identified in Exhibit 1.

#### **BACKGROUND**

Since the advisory committees met, the Florida Department of Transportation has sent an additional request to amend the Transportation Improvement Program for Fiscal Years 2022-23 to 2026-27. The request is to add a Section 5310 Capital Grant for the Regional Transit System [4511521] in Fiscal Year 2022-23. This amendment is needed in order for the City of Gainesville Regional Transit System to receive the federal grant funding.

Attachment



RON DESANTIS GOVERNOR 605 Suwannee Street Tallahassee, FL 32399-0450 JARED W. PERDUE, P.E. SECRETARY

August 1, 2023

Michael B. Escalante Senior Planner Gainesville MTPO 2009 NW 67th Place Gainesville, FL 32653

Re: FDOT Amendment request for the Gainesville TPO Transportation Improvement Program (TIP) for FY 2022/23 – FY 2026/27

Dear Michael:

The Florida Department of Transportation (FDOT) requests Board approval for an amendment to the Transportation Improvement Program (TIP) for FY 2022/23 through FY 2026/27. Please add the following TIP Amendment request for action by the TPO Board at their August meeting.

Please include the amounts listed for the total project in the TIP amendment report.

# 451152-1 5310 Capital - Small Urban UZA - City of Gainesville RTS Grants and Miscellaneous

Phase	<u>Fund</u>	FY 2023
CAP	DPTO	\$53,000
CAP	DU	\$424,000
CAP	LF	\$53,000

If you have any questions, please do not hesitate to contact me: achaia.brown@dot.state.fl.us or call: (904) 360-5414.

Sincerely,

Achaia Brown

Transportation Planning Manager

FDOT District Two

www.fdot.gov



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

August 9, 2023

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TO:

Scott R. Koons, AICP, Executive Director FROM:

Transportation Improvement Program Amendment - Roll Forward Projects SUBJECT:

#### JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding into Fiscal Year 2023-24 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1.

#### **BACKGROUND**

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program to roll forward funding from Fiscal Year 2022-23 to Fiscal Year 2023-24 for the projects shown in Exhibit 1. This amendment is needed because funds for these projects were not committed by June 30, 2023 - the end of the state fiscal year. Roll forward projects within the Gainesville Metropolitan Area include:

- Alachua County Trail Rehabilitation Study [4391817];
- City of Gainesville Multiple Locations Sidewalk Ramp Modifications [4472331];
- Federal Transit Administration Section 5307 Operating Assistance Grant Gainesville Regional Transit System [2155461];
- Federal Transit Administration Section 5339(B) Transit Modification Grant Gainesville Regional Transit System [4415202];
- Route Restoration Plan Grant Gainesville Regional Transit System [4474452];
- Federal Transit Administration Section 5310 Capital Assistance Grant Gainesville Regional Transit System [4511521];
- Federal Transit Administration Section 5310 Capital Assistance Grant Gainesville Regional Transit System [4511521];
- Federal Transit Administration Section 5311 Rural Capital Assistance Grant Gainesville Regional Transit System [4524991];
- State Road 226 (SW 16th Avenue) from State Road 24 (Archer Road) to Main Street Landscaping [4395271];
- State Road 331 (Williston Road) from State Road 226 (SE 16th Avenue) to NE 16th Avenue Streetlighting [4398041];
- State Road 331 (Williston Road) at Hawthorne Trail Crossing Traffic Signal Update [4476293;
- State Road 331 (Williston Road) from north of State Road Florida Department of Transportation Operating Assistance Grant Gainesville Regional Transit System [4425771];

- Florida Department of Transportation Maintenance Glass Window Replacement [4512091];
- Interstate 75 at State Road 222 (NW 39th Avenue) Northbound Off-Ramp Interchange modification [2129346];
- Interstate 75 from north of State Road 24 (Archer Road) to north of State Road 222 (NW 39th Avenue) Add Lanes and Reconstruct Project, Development and Environment Study[4230719];
- Interstate 75 at State Road 121 (Williston Road) Interchange Modification Add Lanes [4230713];
- State Road 20 (NW 8th Avenue) at NW 2nd Street and NW 4th Street Traffic Control Devices [4444961];
- State Road 24 (Archer Road) from SW 78th Street to SW 16 Street Landscaping [4359291];
- State Road 24 (Archer Road) from SW 75th Terrace to SW 41st Boulevard Bike Path/Trail [4399341];
- State Road 24 (Archer Road) at SW 23rd Terrace Traffic Signal Update [4343961];
- State Road 24 (Waldo Road) from State Road 26 (University Avenue) to State Road 222 (NE 39th Avenue) Streetlighting [4394891];
- State Road 24 (Waldo Road) from State Road 26 (University Avenue) to State Road 222 (NE 39th Avenue) Resurfacing [4394892];
- State Road 24 (Waldo Road) from State Road 222 (NE 39th Avenue) to State Road 200 (U.S. Highway 301) Resurfacing [4479641];
- State Road 25 (U.S. Highway 441/SW 13th Street) at State Road 24 (Archer Road) Traffic Signal Update [4358911];
- State Road 25 (U.S. Highway 441/SW 13th Street) from State Road 331 (Williston Road) to State Road 24 (Archer Road) Resurfacing [4470331];
- State Road 26 at Hatchett Creek Bridge Repair/Rehabilitation [2077612];
- State Road 26 (Newberry Road) from west of NW 80th Boulevard to SW 38th Street Sidewalk [4305422];
- State Road 26 (University Avenue) from Gale Lemerand Drive to NW 14th Street Traffic Operations Modification [2076582];
- State Road 222 (NW 39th Avenue) from NW 92nd Court to NW 43rd Street Resurfacing [4470321];
- State Road 222 (NW 39th Avenue) 100 feet West of NW 10th Street to 100 feet East of NW 10th Street Special Surveys [4286821];
- State Road 222 (NE 39th Avenue) at NE 28th Drive Pedestrian Safety Modification [2076117];
- State Road 226 (SW 16th Avenue) at SW 10th Terrace Pedestrian Safety Modification [4373771];
- State Road 226 (SW 16th Avenue) from State Road 24 (Archer Road) to Main Street Landscaping [4395271];
- State Road 331 (Williston Road) from north of State Road 25 (U.S. Highway 441/SW 13th Street) to south of State Road 26 (University Avenue) Resurfacing [4479621];
- SW 62nd Boulevard Connector Traffic Operation Modification [2113656]; and
- SW 62nd Boulevard Connector Right-Of-Way Acquisition [2113657].

Please note that roll-forward projects outside the Gainesville Metropolitan Area are highlighted in yellow.

#### Attachment

PAGE 1

FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM MPO ROLLFORWARD REPORT

-----HIGHWAYS -----

ITEM NUMBER: 207611 7

GAINESVILLE MTPO

PROJECT DESCRIPTION: SR222 (NE39TH AVE) AT NE28TH DR

\*NON-SIS\*

DATE RUN: 07/05/2023 TIME RUN: 10.29.03

MBRMPOTP

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	TH	REATER HAN 128	ALL YEARS
PHASE: PRELIMINARY	ENGINEERING / RESI	PONSIBLE AGENCY: MA	NAGED BY FDOT						
DIH	2,846	0		0	0	0	0	0	2,846 5,466
DS	5,466	0		O.	U	U	0	O	5,400
PHASE: RAILROAD & U DDR	TILITIES / RESPONS 15,254	SIBLE AGENCY: MANAG 0	ED BY FDOT	0	0	0	0	0	15,25
PHASE: CONSTRUCTION	/ RESPONSIBLE AGI	ENCY: MANAGED BY FE	OOT						
ACSS	765,032	159,546		0	0	0	0	0	924,57
DS HSP	30,277	0		0	0	0	0	0	30,27 10,42
TOTAL 207611 7	10,421 829,296	159,546		0	0	0	0	0	988,84
	043,430			0	0	0	0	0	988,84
TOTAL PROJECT:  ITEM NUMBER:207658 2 DISTRICT:02 ROADWAY ID:26070000		159,546 PROJECT DESCRIPTION			ALE LEMERAND DR TO	NW 14TH ST	LANES	RK:TRAFFIC OPS I	
TOTAL PROJECT:  ITEM NUMBER:207658 2 DISTRICT:02				SITY AVE) FROM G	ALE LEMERAND DR TO	NW 14TH ST 2028	LANES G T		MPROVEMENT
TOTAL PROJECT:  ITEM NUMBER:207658 2 DISTRICT:02 ROADWAY ID:26070000  FUND	LESS THAN	PROJECT DESCRIPTION	COUNT	SITY AVE) FROM G YY:ALACHUA PROJECT LENGTH	ALE LEMERAND DR TO 1		LANES G T	EXIST/IMPROVED/ REATER HAN	MPROVEMENT ADDED: 2/ 2/ 0 ALL
TOTAL PROJECT:  ITEM NUMBER:207658 2 DISTRICT:02 ROADWAY ID:26070000  FUND CODE PHASE: PRELIMINARY	LESS THAN 2024 ENGINEERING / RES	PROJECT DESCRIPTION  2024  PONSIBLE AGENCY: M	2025	SITY AVE) FROM G Y:ALACHUA PROJECT LENGTH	ALE LEMERAND DR TO 1	2028	LANES G T 2	EXIST/IMPROVED/ REATER HAN 028	MPROVEMENT ADDED: 2/ 2/ 0  ALL YEARS
TOTAL PROJECT:  ITEM NUMBER:207658 2 DISTRICT:02 ROADWAY ID:26070000  FUND CODE  PHASE: PRELIMINARY DDR	LESS THAN 2024 ENGINEERING / RES 23,274	PROJECT DESCRIPTION  2024  PONSIBLE AGENCY: MZ	2025	GITY AVE) FROM G TY:ALACHUA PROJECT LENGTH 2026	ale Lemerand DR TO 1 : .597MI 2027	2028	LANES GT 2	EXIST/IMPROVED/ REATER HAN 028	MPROVEMENT ADDED: 2/ 2/ 0  ALL YEARS  23,27
TOTAL PROJECT:  ITEM NUMBER:207658 2 DISTRICT:02 ROADWAY ID:26070000  FUND CODE PHASE: PRELIMINARY	LESS THAN 2024 ENGINEERING / RES	PROJECT DESCRIPTION  2024  PONSIBLE AGENCY: M	2025	SITY AVE) FROM G Y:ALACHUA PROJECT LENGTH	ALE LEMERAND DR TO 1	2028	LANES G T 2	EXIST/IMPROVED/ REATER HAN 028	MPROVEMENT ADDED: 2/ 2/ 0 ALL
TOTAL PROJECT:  ITEM NUMBER:207658 2 DISTRICT:02 ROADWAY ID:26070000  FUND CODE  PHASE: PRELIMINARY DDR DIH DS	LESS THAN 2024 ENGINEERING / RES 23,274 20,035 215,400	PROJECT DESCRIPTION  2024  PONSIBLE AGENCY: MI 0 0 0	COUNT 2025	SITY AVE) FROM G YY:ALACHUA PROJECT LENGTH 2026	2027	2028	LANES GT 2	EXIST/IMPROVED/ REATER HAN 028	MPROVEMENT ADDED: 2/ 2/ 0 ALL YEARS 
TOTAL PROJECT:  ITEM NUMBER:207658 2 DISTRICT:02 ROADWAY ID:26070000  FUND CODE  PHASE: PRELIMINARY DDR DIH DS PHASE: CONSTRUCTION ACSS	LESS THAN 2024 ENGINEERING / RES 23,274 20,035 215,400 N / RESPONSIBLE AG 17,772	PROJECT DESCRIPTION  2024  PONSIBLE AGENCY: MI 0 0 0	COUNT 2025	SITY AVE) FROM G YY:ALACHUA PROJECT LENGTH 2026	2027	2028	LANES GT 2	EXIST/IMPROVED/ REATER HAN 028	MPROVEMENT ADDED: 2/ 2/ 0 ALL YEARS 23,27 20,03 215,40
TOTAL PROJECT:  ITEM NUMBER: 207658 2 DISTRICT: 02 ROADWAY ID: 26070000  FUND CODE  PHASE: PRELIMINARY DDR DIH DS  PHASE: CONSTRUCTION ACSS DS	LESS THAN 2024 ENGINEERING / RES 23,274 20,035 215,400 N / RESPONSIBLE AG 17,772 4,690	PROJECT DESCRIPTION  2024  PONSIBLE AGENCY: MM 0 0 0 0 ENCY: MANAGED BY FI 3,288	2025 ANAGED BY FDOT	SITY AVE) FROM G YY:ALACHUA PROJECT LENGTH 2026	2027 0 0 0 0	2028 0 0 0	LANES GT 22	EXIST/IMPROVED/ REATER HAN 028  0 0 0 0	MPROVEMENT ADDED: 2/ 2/ 0 ALL YEARS 23,27 20,03 215,40 21,06 4,69
TOTAL PROJECT:  ITEM NUMBER:207658 2 DISTRICT:02 ROADWAY ID:26070000  FUND CODE  PHASE: PRELIMINARY DDR DIH DS  PHASE: CONSTRUCTION ACSS DS HSP	LESS THAN 2024 ENGINEERING / RES 23,274 20,035 215,400 N / RESPONSIBLE AG 17,772 4,690 2,998,215	PROJECT DESCRIPTION  2024  PONSIBLE AGENCY: MM 0 0 0 0 ENCY: MANAGED BY FI 3,288	2025 ANAGED BY FDOT	SITY AVE) FROM G YY:ALACHUA PROJECT LENGTH 2026	2027 0 0 0 0	0 0 0	LANES GT 22	EXIST/IMPROVED/ REATER HAN 028  0 0 0 0 0	MPROVEMENT ADDED: 2/ 2/ 0 ALL YEARS 23,27 20,03 215,40 21,06 4,69 2,908,54
TOTAL PROJECT:  ITEM NUMBER: 207658 2 DISTRICT: 02 ROADWAY ID: 26070000  FUND CODE  PHASE: PRELIMINARY DDR DIH DS  PHASE: CONSTRUCTION ACSS DS	LESS THAN 2024 ENGINEERING / RES 23,274 20,035 215,400 N / RESPONSIBLE AG 17,772 4,690	PROJECT DESCRIPTION  2024  PONSIBLE AGENCY: MM 0 0 0 0 ENCY: MANAGED BY FI 3,288	2025 ANAGED BY FDOT	SITY AVE) FROM G YY:ALACHUA PROJECT LENGTH 2026	2027 0 0 0 0	2028 0 0 0	LANES GT 22	EXIST/IMPROVED/ REATER HAN 028  0 0 0 0	MPROVEMENT ADDED: 2/ 2/ 0  ALL YEARS  23,27 20,03

ADWAI ID	26130000			FROC	DECT BENGIN. 2.010				
	FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE:	PRELIMINARY	ENGINEERING / RESPO	NSIBLE AGENCY: MANA	AGED BY FDOT					
	BRRP	363,264	0	0	0	0	0	0	363,264
	DIH	12,576	99,551	0	0	0	0	0	112,127
	DS	28,390	0	Ō	0	0	0	0	28,390
PHASE:	RIGHT OF WAY	/ RESPONSIBLE AGEN	ICY: MANAGED BY FDOT	ŗ					
	BRRP	0	250	0	0	0	0	0	250
	DIH	0	1,500	0	0	0	0	0	1,500
PHASE:	CONSTRUCTION BRRP	7 / RESPONSIBLE AGEN 0	NCY: MANAGED BY FDOT	5,240,648	0	0	0	0	5,240,648

# GGE 2 STINESVILLE MTPO

# FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2023 TIME RUN: 10.29.03 MBRMPOTP

HIGHWAYS -----

		(2)		2000 Marian	2	2	₩	1227532
DIH	0	0	82,367	Q	0	0	O	82,367
TOTAL 207761 2	404,230	101,301	5,323,015	0	0	0	0	5,828,546
TOTAL PROJECT:	404,230	101,301	5,323,015	0	õ	0	0	5,828,546

ITEM NUMBER:207794 3 DISTRICT:02 ROADWAY ID:26060000	PR	ROJECT DESCRIPTION:S	COUNTY: AL		MI	ТҮРЕ	OF WORK:RESURFACING LANES EXIST/IMPROVED	*SIS* /ADDED: 4/ 4/ 0
CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
ACSA DDR DIH DS SA	ENGINEERING / RESPO 44,766 279,712 5,375 633,178 378,041	250,253 0 94,649 0	0 0 0	000000000000000000000000000000000000000	00000		0	295,019 279,712 100,024 633,178 378,041
PHASE: RAILROAD & DS	UTILITIES / RESPONSI	IBLE AGENCY: MANAGED	BY FDOT	0	0		0	50,000
PHASE: CONSTRUCTIO ACNR DDR DIH DS SA TOTAL 207794 3	N / RESPONSIBLE AGEN 0 0 0 0 0 0 1,341,072	NCY: MANAGED BY FDOT 0 0 0 0 0 0 394,902	12,414,277 5,919,058 71,374 420,124 934,366 19,759,199	0 0 0 0 0	000000000000000000000000000000000000000	d	0 0 0	12,414,277 5,919,058 71,374 420,124 934,366 21,495,173
ITEM NUMBER: 207794 4 DISTRICT: 02 ROADWAY ID: 26060000	PF	ROJECT DESCRIPTION:	COUNTY: AL		мт	TYPE	OF WORK: TRAFFIC SIGN LANES EXIST/IMPROVED	
PUND	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY DIH DS TOTAL 207794 4 TOTAL PROJECT:	ENGINEERING / RESPO 0 196,597 196,597 1,537,669	ONSIBLE AGENCY: MANN 3,000 0 3,000 397,902	0 0 0 19,759,199	0 0 0	0		0	3,000 196,597 199,597 21,694,770
ITEM NUMBER:207798 6 DISTRICT:02 ROADWAY ID:26030000	PF	ROJECT DESCRIPTION:	COUNTY: AL	ACHUA JECT LENGTH: 1.073	MI	TYPE	OF WORK:RIGHT OF WAY LANES EXIST/IMPROVED	
CODE	THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YBARS
PHASE: RIGHT OF WADIH LP TOTAL 207798 6	Y / RESPONSIBLE AGEN 10 90,819 90,829	NCY: MANAGED BY FDO 490 0 490	0	0	0 0 0			90,819 91,319

# PAGE 3 FLORIDA DEPARTMENT OF TRANSPORTATION DATE RUN: 07/05/2023 OFFICE OF WORK PROGRAM TIME RUN: 10.29.03 GAINESVILLE MTPO MPO ROLLFORWARD REPORT MBRMPOTP

HIGHWAYS

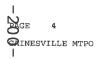
ITEM NUMBER:207798 7 DISTRICT:02 ROADWAY ID:26030000	PRO	JECT DESCRIPTION: SR4	COUNTY: ALAC				WORK: RESURFACING NES EXIST/IMPROVED/	*NON-SIS* ADDED: 2/ 2/ 0
FUND	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	YEARS
PHASE: PRELIMINAR ACSA DDR DIH DS	Y ENGINEERING / RESPON 15,751 367,689 1,705 257,302	SIBLE AGENCY: MANAGE 4,690 0 80,300 0	ED BY FDOT	0.000	0 0 0	0 0 0	0 0 0	20,441 367,689 82,005 257,302
PHASE: RAILROAD & DDR	UTILITIES / RESPONSIE	BLE AGENCY: MANAGED I	BY FDOT	0	0	0	0	50,000
PHASE: CONSTRUCTI ACNR DDR DDH DS SA TOTAL 207798 7 TOTAL PROJECT:	ON / RESPONSIBLE AGENC 0 0 0 0 0 0 692,447 783,276	27: MANAGED BY FDOT 3,360,255 1,400,671 14,010 648,236 293,557 5,801,719 5,802,209	000000000000000000000000000000000000000	000000000000000000000000000000000000000	0 0 0 0 0 0	0 0 0 0	0 0 0 0 0 0	3,360,255 1,400,671 14,010 648,236 293,557 6,494,166 6,585,485

ITEM NUMBER:211365 6 DISTRICT:02 ROADWAY ID:26000094 PROJECT DESCRIPTION:SW 62ND BLVD ARTERIAL CONNECTOR COUNTY:ALACHUA

PROJECT LENGTH: 1.516MI

\*NON-SIS\*
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	FUND CODE	LESS THAN 2024	2024 20	025 20	026	2027	2028	GREATER THAN 2028	ALL YEARS
	( <del>-1</del>		(			/			
PHASE:	PD&E/	PESDONSTRIE AGENCY	MANAGED BY CITY OF GAIL	NESVILLE					
FILESE.	DS DS	34,036	0	0	0	0	0	0	34,036
	HPP	1,223,992	0	0	0	0	0	0	1,223,992
	SA	7,575	0	0	0	0	0	0	7,575
	S117	2,034	0	0	0	0	0	0	2,034
PHASE:	PD&E/	RESPONSIBLE AGENCY	: MANAGED BY FDOT						
	HPP	9,371	0	0	0	0	0	0	9,371
	SA	37,429	0	0	0	0	0	0	37,429
PHASE:	PRELIMINA	RY ENGINEERING / RE	SPONSIBLE AGENCY: MANAGE	D BY CITY OF GAINES	/ILLE				
	HPP	675	0	0	0	0	0	0	675
	REPE	120,051	0	0	0	0	0	0	120,051
	SA	25,862	0	0	0	0	0	0	25,862
	SL	39,211	O	0	0	0	0	0	39,211
PHASE:	PRELIMINA		SPONSIBLE AGENCY: MANAGE	D BY FDOT		100		•	04 305
	HPP	12,754	11,573	0	0	0	0	0	24,327
PHASE:			GENCY: MANAGED BY CITY O	F GAINESVILLE			•	0	2,380,416
	ACSL	2,380,416	0	o	0	0	0	0	1,791,201
	CIGP	1,791,201	0	0	U	0	0	0	3,006,291
	LF	3,006,291	0	Ü	Ü	0	0	0	7,462,733
	SL	7,262,733	200,000	Ü	0	0	0	0	2,290,228
	TRIP	2,290,228 1,668,541		0	0	0	ő	ő	1,668,541
PHASE:	CONSTRUCT		GENCY: MANAGED BY FDOT		0	٥	0	0	57,950
	ACSA	57,950		0	0	0	0	0	495,763
2235	SL	292,600		0	0	ŏ	n n	0	20,677,686
TAL 2113	65 6	20,262,950	414,736	U	U	· ·	v	v	20,077,000



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3,006

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#### FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM MPO ROLLFORWARD REPORT

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DATE RUN: 07/05/2023

TIME RUN: 10.29.03

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: LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 :000 LESS GREATER FUND THAN THAN ALL CODE 2024 2024 2025 2026 2027 2028 2028 YEARS PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT ACSA 7,800 0 Ω 0 7,800 HPP 1,106,745 Ω Ω 0 Ω 1,106,745 LF 5,658,145 Λ 0 0 0 0 0 5,658,145 SA 288,647 16,621 0 0 0 0 305,268 TRIP 3,316,950 37,149 0 0 Ω O O: 3,354,099 TRWR 1,131,470 674.391 0 0 Ω 0 0 1,805,861 TOTAL 211365 7 11,509,757 728,161 0 0 0 O 12,237,918 TOTAL PROJECT: 31,772,707 1,142,897 0 0 32,915,604 ITEM NUMBER:212934 6 PROJECT DESCRIPTION: I-75 (SR93) NB OFF RAMP AT SR222 (NW 39TH AVE) EB \*SIS\* DISTRICT: 02 COUNTY: ALACHUA TYPE OF WORK: INTERCHANGE IMPROVEMENT ROADWAY ID:26260026 PROJECT LENGTH: .094MT LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 LESS GREATER FUND THAN THAN ALL CODE 2024 2024 2025 2026 2027 2028 2028 YEARS PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT DIH 4,649 0 0 0 0 4,649 PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ACSS 251,506 1,542 0 0 0 0 0 253,048 DIH 1,727 0 0 0 Ω 10,000 DS 13,028 0 0 0 0 n 0 13,028 TOTAL 212934 6 270,910 9,815 0 0 0 0 0 280,725 TOTAL PROJECT: 270,910 9,815 0 0 0 0 0 280,725 ITEM NUMBER: 423071 9 PROJECT DESCRIPTION: 1-75(SR93) FROM NORTH OF SR24(ARCHER RD) TO NORTH OF SR222(39TH AVE) \*SIS\* DISTRICT: 02 COUNTY: ALACHUA TYPE OF WORK: ADD LANES & RECONSTRUCT ROADWAY ID:26260000 PROJECT LENGTH: 5.695MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2 LESS GREATER FUND THAN THAN ALL CODE 2024 2024 2025 2026 2027 2028 2028 YEARS PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT DIH 0 1,001 0 0 0 0 0 1,001 TOTAL 423071 9 1,001 0 0 0 n 0 0 1,001 TOTAL PROJECT: 0 1,001 0 0 0 0 Ω 1,001 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 LESS GREATER FUND THAN THAN ALL CODE 2024 2025 2024 2026 2027 2028 2028 YEARS PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT DDR 151,358 0 0 0 0 0 151,358 DIH 49,678 0 0 0 0 0 0 49,678 DS

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3,006

#### FLORIDA DEPARTMENT OF TRANSPORTATION DATE RUN: 07/05/2023 TIME RUN: 10.29.03 PAGE 5 OFFICE OF WORK PROGRAM MPO ROLLFORWARD REPORT MBRMPOTP GAINESVILLE MTPO

\*\*\*\*\*\*\*\*\*\*\* HIGHWAYS

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PHASE: PRELIMINARY I	ENGINEERING / RESPONSI	BLE AGENCY: MANAGE	D BY FDOT		_	_		
DDR	299,645	0	0	0	0	0	Ü	299,64
DI	999,052	0	0	0	0	0	0	999,05
DIH	112,634	171,981	0	0	0	0	0	284,61
DS	545,685	0	0	0	0	0	0	545,68
PHASE: RIGHT OF WAY	/ RESPONSIBLE AGENCY:	MANAGED BY FDOT						
ACNP	1,524,037	660,694	2,206,154	0	0	0	0	4,390,88
BNIR	109,219	45,617	0	0	0	0	0	154,83
DIH	15,252	2,994	0	0	0	0	0	18,24
DS	49,051	2,331	0	0	0	0	0	49,05
NHPP	5,696,356	0	0	0	0	0	0	5,696,35
	9,554,973	881,286	2,206,154	0	0	0	0	12,642,41
TOTAL 423071 3	• •			0	0	0	0	12,642,41
TOTAL PROJECT:	9,554,973	881,286	2,206,154	U	U	U	U	12,642,41

ITEM NUMBER:425280 2 DISTRICT:02 ROADWAY ID:26130002	PROJECT DESCRIPTION:SR26 CONCRETE CROSSING REPLACEMENT IN ORANGE HEIGHTS RR X-ING #624994U  COUNTY:ALACHUA  PROJECT LENGTH: .199MI  LANES EXIST/IMPROVED/ADDED:								
FUND	LESS THAN 2024	2024	2025	2026	2027	2028	GREAT THAN 2028	ER	ALL YEARS
PHASE: RAILROAD & SA	UTILITIES / RESPONS: 360,000	IBLE AGENCY: MANAGE	D BY FDOT		0	0	0	0	360,000
PHASE: CONSTRUCTION SA TOTAL 425280 2 TOTAL PROJECT:	ON / RESPONSIBLE AGE 0 360,000 360,000	NCY: MANAGED BY FDO 2,500 2,500 2,500	0 0 0		0 0	0 0 0	0 0	0	2,500 362,500 362,500

ITEM NUMBER:428682 1 DISTRICT:02 ROADWAY ID:26005000		PROJECT DESCRIPTION:SR222(NW 39 AVE) FROM: 100'W OF NW 10 ST TO: 100' E OF NW 10 ST COUNTY:ALACHUA PROJECT LENGTH: .040MI								*SIS* YS ADDED: 4/ 0/ 0
FUND CODE	LESS THAN 2024	2024	2025	2026		2027	2028		GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINA	RY ENGINEERING / RES	SPONSIBLE AGENCY: MAI	NAGED BY FDOT							
DIH	0	2,151	0		0	0		0	0	2,151
DS	7,294	_, 0	0		0	0		0	0	7,294
	7,294	2,151	0		0	0		0	0	9,445
TOTAL 428682 1			0		0	0		0	0	9,445
TOTAL PROJECT:	7,294	2,151	0		.0	U		U	Ü	3,443

PROJECT DESCRIPTION: SR26 (NEWBERRY RD) FROM: W OF NW 80TH BLVD. TO: SW 38TH STREET

		R:430542 2		PROJECT DESCRIPTION	:SR26 (NEWBERRY RD)		BLVD. TO: SW 38TH S	TREET	T MORE CIDENALE	*SIS*		
	STRICT:02 ADWAY ID	2 :26070000		COUNTY:ALACHUA TYPE OF WORK:SIDEW PROJECT LENGTH: 2.852MI LANES EXIST/I								
		FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS		
	PHASE:	PRELIMINARY	ENGINEERING / RES	SPONSIBLE AGENCY: MA	NAGED BY FDOT				Conti			
		DDR	503,464	0	0	0	0	0	0	503,464		
		DIH	64,275	0	0	0	0	0	0	64,275		
1		DS	815,996	0	0	0	0	0	0	815,996		
2	PHASE:	RIGHT OF WA	AY / RESPONSIBLE AG	GENCY: MANAGED BY FI	OOT							
0		DDR	1,641,474		0	0	0	0	0	1,996,193		
$\vdash$		DIH	328,235		0	0	0	0	0	340,222		
· '.		DS	494,841		0	0	0	0	0	494,841		
- 1		טע	474,041	v						207		

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## FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM

DATE RUN: 07/05/2023 TIME RUN: 10.29,03

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				IGHWAYS					
PHASE: CONSTRUCTION	ON / RESPONSIBLE AG	ENCY: MANAGED BY FDC	TO 0		0	0		0 0	1 660 27
DIH	119,057	0	Ö		0	0		0 0	1,660,374 119,053
DS	855,509	0	0		0	0		0 0	855,509
LF FOTAL 430542 2	5,032 <b>6,488,257</b>	0 366,706	0		0	0		0 0	5,032 <b>6,854,9</b> 6
TOTAL PROJECT:	6,488,257	366,706	ő		0	ō		0 0	6,854,96
ITEM NUMBER:434396 1 DISTRICT:02 ROADWAY ID:26090000		PROJECT DESCRIPTION:	COUNTY: AL	ACHUA	DIOMI		TYPE	OF WORK:TRAFFIC SIGN LANES EXIST/IMPROVED	
FUND CODE	LESS THAN 2024	2024	2025	2026	2027		2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY	Y ENGINEERING / RES	PONSIBLE AGENCY: MAN	NAGED BY FDOT		0	0		0 0	140.70
DIH	6,888	826	0		0	0		0 0	149,390 7,71
DS	239	0	0		0	0		0 0	23
FOTAL 434396 1 FOTAL PROJECT:	156,525 156,525	826 826	0		0	0		0 0	157,35
111002021	130,323	020			*			-	157,35
ITEM NUMBER:435891 1 DISTRICT:02 ROADWAY ID:26010000		PROJECT DESCRIPTION	COUNTY: AL	ACHUA	006MI		TYPE	E OF WORK:TRAFFIC SIGN LANES EXIST/IMPROVE	*NON-SIS* NAL UPDATE N/ADDED: 4/ 0/ 0
FUND CODE	LESS THAN 2024	2024	2025	2026	2027		2028	GREATER THAN 2028	ALL YEARS
	RESPONSIBLE AGENCY:			-					-
DDR DIH	333,840 914	0 24,086	0		0	0		0 0 0	333,840 25,000
PHASE: CONSTRUCTION DS	ON / RESPONSIBLE AG 986	ENCY: MANAGED BY FDO	TC		0	0		0 0	98
TOTAL 435891 1	335,740	24,086	0		0	ō		0 0	359,82
TOTAL PROJECT:	335,740	24,086	0		0	0		0 0	359,820
ITEM NUMBER:435929 1 DISTRICT:02 ROADWAY ID:26090000		PROJECT DESCRIPTION	COUNTY: AL			STREET	TYPE	OF WORK:LANDSCAPING LANES EXIST/IMPROVED	*NON-SIS*
FUND CODE	LESS THAN 2024	2024	2025	2026	2027		2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINAR	Y ENGINEERING / RES	PONSIBLE AGENCY: MAI							-
DDR DIH	124,986 16,343	0	0		0	0		0 0	124,98
DS	257,456	0	0		0	0		0 0	16,34 257,45
PHASE: CONSTRUCTION DDR	ON / RESPONSIBLE AG 815,956	SENCY: MANAGED BY FOO	TC		0	0		0 0	815,95
DIH	59,934	3,178	0		0	0		0 0	63,11
DS	1,915	0	0		0	0		0 0	1,91
TOTAL 435929 1 TOTAL PROJECT:	1,276,590	3,178	0		0	0		0 0	1,279,76
TOTAL PRODECT:	1,276,590	3,178	U		U	U		0	1,279,76

#### PAGE 7 FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM GAINESVILLE MTPO MPO ROLLFORWARD REPORT

------------HIGHWAYS \*\*\*\*\*\*\*\*\*\*\*\*

ITEM NUMBER:437377 1 DISTRICT:02 PROJECT DESCRIPTION: SR226 (SW 16TH AVE) AT SW 10TH TERRACE COUNTY:ALACHUA
PROJECT LENGTH: .022MI ROADWAY ID:26004000

\*NON-SIS\* TYPE OF WORK: PEDESTRIAN SAFETY IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

DATE RUN: 07/05/2023 TIME RUN: 10.29.03

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ROADWAY ID:260040	000			PROJECT LENGTH:	.022MI		Lı₽	MES EXIST/IMPROVED/	ADDED: 4/ 0/ 0
FUND CODE	LESS THAN 2024	2024	2025	2026	202	7	2028	GREATER THAN 2028	ALL YEARS
		/ RESPONSIBLE AGENCY:					×:		070 400
DDR		,430	0	0	0	0	0	0	219,430 33,124
DIH DS		,124 ,544	0	0	0	0	ő	ō	24,544
		LE AGENCY: MANAGED BY		0	0	0	0	0	3,000
DIH DS			368 L83	0	0	0	0	0	1,530
PHASE: RAILRO		ESPONSIBLE AGENCY: MA ,393	ANAGED BY FDOT	0	0	0	0	0	16,393
PHASE: CONST	RUCTION / RESPONSIE	LE AGENCY: MANAGED BY	Y FDOT						
DDR		,067	0	0	0	0	0	0	696,067
DIH		,710 5,5		0	0	0	0	0	13,301
DS		,691	0	0	0	0	0	0	10,691
TOTAL 437377 1 TOTAL PROJECT:	1,011 1,011		142 142	0	0	0	0	0	1,018,080 1,018,080
ITEM NUMBER:4391° DISTRICT:02 ROADWAY ID:26030		PRODUCT DESCRIP	FION: SR45 (US41) FRO COUNT	Y: ALACHUA PROJECT LENGTH:				WORK:SIDEWALK ANES EXIST/IMPROVED,	*NON-SIS* ADDED: 1/ 0/ 0
FUND		2024	2025	2026	202	27	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELI	MINARY ENGINEERING	/ RESPONSIBLE AGENCY							10 104
TALN			471	0	0	0	0	0	19,194
TALL		LE AGENCY: MANAGED B	0	0	0	419,046	0	0	419,046
TOTAL 439176 1 TOTAL PROJECT:			471 471	0	0	419,046 419,046	0	0	438,240 438,240
ITEM NUMBER:4394 DISTRICT:02 ROADWAY ID:26050		PROJECT DESCRIP	TION:SR24 FROM: SR: COUN	26(UNIVERSITY AVE FY:ALACHUA PROJECT LENGTH:				F WORK:LIGHTING ANES EXIST/IMPROVED	*SIS* 'ADDED: 2/ 2/ 0
FUND	LESS THAN							GREATER THAN	ALL
CODE		2024	2025	2026	202	27	2028	2028	YEARS
PHASE: PRELI	MINARY ENGINEERING	/ RESPONSIBLE AGENCY	: MANAGED BY FDOT						
DIH		619	0	0	0	0	0	0	619
DS HSP		5,417 9,993	0	0	0	0	0	0	45,417 299,993
	ROAD & UTILITIES / F	RESPONSIBLE AGENCY: M	ANAGED BY FDOT	0	0	0	0	0	66,454
DUACE. CONCE		3.434 BLE AGENCY: MANAGED B	Ü	:5:	ū	v	· ·		, 131
LO ACSS			768	0	0	0	0	0	215,549
O DDR									
	42	2,996	0	0	0	0	0	0	42,996
Ο DIH	2	2,996 2,111 1,429	0 0 0	0 0 0	0	0	0 0	0	42,996 2,111 24,429

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#### FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM

MPO ROLLFORWARD REPORT --------------

HIGHWAYS

HSP	510,075	424	0	0	0	0	0	510,499
PHASE: ENVIRONMENTAL								
HSP	3,182	0	0	0	0	0	0	3,182
TOTAL 439489 1	1,208,057	3,192	0	0	0	0	0	1,211,249
TTEM MIMDED. 420400 2	DDO TROM	DECORTORION GROA/NE	MALDO DD) BDOM GOIN	NI OF SPAC BO MODBU	OF GROOM			

ITEM NUMBER:439489 2 DISTRICT:02 ROADWAY ID:26050000

PROJECT DESCRIPTION:SR24(NE WALDO RD) FROM SOUTH OF SR26 TO NORTH OF SR222 COUNTY:ALACHUA

PROJECT LENGTH: 2.866MI

\*SIS\* TYPE OF WORK: RESURFACING

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LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
	/	Water Samuel Water						
	'ENGINEERING / RESPO		AGED BY FDOT					
ACSA	24,761	1,744	0	0	0	0	0	26,505
DDR	577,816	0	0	0	0	0	0	577,816
DIH	0	43,067	0	0	0	0	0	43,067
DS	549,958	0	.0	0	0	0	0	549,958
SA	123,115	0	0	0	0	0	0	123,115
PHASE: CONSTRUCTIO	N / RESPONSIBLE AGEN	CY: MANAGED BY FDC	T					
ACNR	. 0	0	5,045,481	0	0	0	0	5,045,481
DDR	0	0	1,398,576	0	0	0	0	1,398,576
DIH	0	0	25,227	0	0	0	0	25,227
DS	0	0	204,107	0	n	ō	Ö	204,107
SA	0	0	718,981	0	0	0	0	718,981
TOTAL 439489 2	1,275,650	44,811	7,392,372	0	0	0	o o	
				· ·	U	U	U	8,712,833
TOTAL PROJECT:	2,483,707	48,003	7,392,372	0	0	.0	0	9,924,082

ITEM NUMBER:439527 1 DISTRICT:02 ROADWAY ID:26004000	PRO	DJECT DESCRIPTION:SR226 F		*NON-S TYPE OF WORK:LANDSCAPING LANES EXIST/IMPROVED/ADDED: 3/ 3/				
FUND CODE	LESS THAN 2024	2024 2025	2026	2027	2028	GREATER THAN 2028		ALL YEARS
-								
PHASE: PRELIMINAR	Y ENGINEERING / RESPON	SIBLE AGENCY: MANAGED BY	FDOT					
DDR	111,313	0	0	0	0	0	0	111,313
DIH	15,302	0	0	0	0	0	0	15,302
DS	20,155	0	0	0	0	0	0	20,155
PHASE: CONSTRUCTI	ON / RESPONSIBLE AGENO	CY: MANAGED BY FDOT						
DDR	307,020	0	0	0	0	0	0	307,020
DIH	8,033	19,089	0	0	0	0	0	27,122
DS	46,374	0	0	0	0	0	0	46,374
TOTAL 439527 1	508,197	19,089	0	0	0	0	0	527,286
TOTAL PROJECT:	508,197	19,089	0	0	0	0	0	527,286

ITEM NUMBER:439533 1 DISTRICT:02 ROADWAY ID:26080000	P	ROJECT DESCRIPTION: SF	COUNTY: ALAC				F WORK:LANDSCAPING ANES EXIST/IMPROVED	*SIS* /ADDED: 2/ 0/ 0
FUND	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL, YEARS
PHASE: PRELIMINAR DDR DIH DS	Y ENGINEERING / RESE 302,289 12,052 25,443	ONSIBLE AGENCY: MANAG 0 2,948 0	GED BY FDOT 0 0	0	0	0 0 0	0 0	302,289 15,000 25,443
PHASE: CONSTRUCTION DDR -210-	ON / RESPONSIBLE AGE 1,234,414	NCY: MANAGED BY FDOT 25,675	0	0	0	0	0	1,260,089

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72,334

HSP

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DIH	1,578 82,761	65,691	0	0	0	0	0	67,269 82,761
TOTAL 439533 1	1,658,537	94,314	0	0	0	0	0	1,752,851
TOTAL PROJECT:	1,658,537	94,314	0	0	0	0	0	1,752,851

PROJECT DESCRIPTION:SR331 FROM: SW 16TH AVENUE TO: NW 16TH AVENUE \*SIS\* ITEM NUMBER:439804 1 TYPE OF WORK:LIGHTING COUNTY: ALACHUA DISTRICT:02 LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 PROJECT LENGTH: 2.946MI ROADWAY ID:26050000 GREATER LESS THAN AT.T. THAN FUND YEARS 2025 2026 2027 2028 2028 CODE 2024 2024 PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT 0 0 850 0 ACSS 130 720 0 38,710 0 0 38,710 n 0 DDR 0 0 26,685 0 0 0 0 DS 26,685 0

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT 0 0 0 3,609 0 0 3,609 0 DS 0 0 0 142,188 141.468 720 0 0 TOTAL 439804 1 0 142,188 0 0 0 TOTAL PROJECT: 141,468 720

0

PROJECT DESCRIPTION: SR24 (ARCHER ROAD) FROM: SW 75TH TERRACE TO: SW 41ST BLVD ITEM NUMBER: 439934 1 DISTRICT: 02 COUNTY: ALACHUA PROJECT LENGTH: ROADWAY ID:

0

TYPE OF WORK: BIKE PATH/TRAIL LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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GREATER LESS THAN ALL THAN FUND YEARS 2028 2028 2025 2026 2027 CODE 2024 2024 PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT 35,770 0 0 0 0 35,770 0 DIH Ω 0 0 0 6,062 0 DS 6,062 0 0 0 428,659 0 TLWR 0 Ω 428,659 PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT 0 0 15,390 0 0 DIH 1,292 14,098 0 17,129 0 0 0 0 17,129 DS 0 0 0 0 0 24,000 0 TLWR 24,000 Ω Ω 0 527,010 0 0 0 512,912 14,098 TOTAL 439934 1 0 527,010 512,912 14,098 0 0

PROJECT DESCRIPTION: SE 65TH AVE FROM: SE 215TH TO: SE 210TH \*NON-SIS\* ITEM NUMBER: 441155 1 TYPE OF WORK: SIDEWALK COUNTY: ALACHUA DISTRICT: 02 LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 PROJECT LENGTH: .140MI ROADWAY ID: 26000000 GREATER LESS ALL THAN THAN TAITS 2028 YEARS CODE 2024 PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY 39,707 0 ACSL 39,707 1,637 ACSS 1,637 0 47,301 47,301 SR2T PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT 3,363 3,363 ACSS 946 924 22 SR2T

TOTAL PROJECT:

72,334

\*NON-SIS\*

#### FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM

MPO ROLLFORWARD REPORT

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MBRMPOTP

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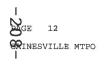
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY 223,616 0 0 0 0 223,616 TOTAL 441155 1 89,569 227,001 0 0 0 0 316,570 TOTAL PROJECT: 89,569 227,001 0 0 0 0 316,570 ITEM NUMBER: 443258 1 PROJECT DESCRIPTION: SR20 (SE HAWTHORNE ROAD) FROM: CR325 TO: WEST OF US301 \*SIS\* DISTRICT: 02 COUNTY: ALACHUA TYPE OF WORK: RESURFACING ROADWAY ID:26080000 PROJECT LENGTH: 5.375MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 LESS GREATER FUND THAN THAN ALL CODE 2024 2028 YEARS PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT ACSA 21,968 0 21,968 721,470 DDR 0 0 0 721,470 DS 71,274 0 0 0 0 71,274 PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ACNP 1,649,438 1,649,438 ACSA 429,955 0 0 0 0 429,955 0 DDR 419,607 0 0 419,607 DIH 15,390 0 0 15,390 DS 36,216 0 0 36,216 NHPP 4,645,271 5,989 4,651,260 SA 299,323 61,805 0 0 0 361,128 TOTAL 443258 1 8,294,522 83,184 0 0 0 0 8,377,706 TOTAL PROJECT: 8,294,522 83,184 n 0 0 8,377,706 ITEM NUMBER:444496 1 PROJECT DESCRIPTION: SR20 (NW 8 AVE) @ NW 2 STREET & NW 4 STREET \*NON-SIS\* DISTRICT:02 COUNTY: ALACHUA TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM ROADWAY ID:26020000 PROJECT LENGTH: . 170MT LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 LESS GREATER FUND THAN THAN ALL CODE 2024 2024 2025 2026 2027 2028 2028 YEARS PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT DTH 7,833 1,794 0 Ω 0 9.627 DS 20,906 0 0 0 0 20,906 PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT DS 13,563 0 0 0 0 0 0 13,563 TOTAL 444496 1 42,302 1,794 0 0 0 0 0 44,096 TOTAL PROJECT: 42,302 1,794 0 0 0 44,096 PROJECT DESCRIPTION: PUSHBUTTON SR24 FROM SEYDEL STREET TO US 301 ITEM NUMBER: 447005 1 \*NON-SIS\* DISTRICT: 02 COUNTY: ALACHUA TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM ROADWAY ID: 26050065 LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 PROJECT LENGTH: LESS GREATER THAN FUND THAN ALL CODE 2024 2028 YEARS PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT 0 1,000 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 OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

\*\*\*\*\*\*\*\*\*\*\*\* HIGHWAYS \*\*\*\*\*\*\*\*\*\*\*

ITEM NUMBER:447032 1 DISTRICT:02 PROJECT DESCRIPTION: SR222 (39TH AVE) FROM NW 92ND CT TO NW 43RD ST \*SIS\* TYPE OF WORK: RESURFACING COUNTY: ALACHUA ROADWAY ID:26005000 PROJECT LENGTH: 3.451MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

	FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	T	REATER H <b>AN</b> 028	ALL YEARS
	· — :					-	· -			
PHASE:	PRELIMINARY ACSA	ENGINEERING / RESE 208,907	PONSIBLE AGENCY: MAN	AGED BY FDOT	0		D	0	0	208,907
	DDR	868,755	0	0	0		o o	0	0	868,755
	DIH	000,733	44,068	0	0		0	Ō	0	44,068
	DS	34,295	. 0	0	0		0	0	0	34,295
	SA	30,723	95,174	0	0		0	0	0	125,897
PHASE:	RIGHT OF WA	AY / RESPONSIBLE AGE	ENCY: MANAGED BY FDO							
	DDR	10	240	0	0		0	0	0	250
	DIH	580	1,420	0	0		0	0	0	2,000
PHASE:	CONSTRUCTIO	ON / RESPONSIBLE AGE	ENCY: MANAGED BY FDO	Т						
	ACNP	0	1,772,558	0	0		0	0	0	1,772,558
	ACNR	0	4,520,248	0	0		0	0	0	4,520,248
	DDR	0	1,510,554	0	0		0	0	0	1,510,554
	DIH	0	54,305	0	0		0	0	0	54,305
	DS	0	1,627,075	0	0		0	0	0	1,627,075 72,018
	LF SA	0	72,018 221,297	0	0		0	0	0	221,297
TOTAL 4470		1 143 270		0	0		0	0	0	11,062,227
TOTAL PROJ		1,143,270 1,143,270	9,918,957 9,918,957	0	0		0	0	0	11,062,227
TOTAL PROD	IEC1:	1,143,270	9,918,957	0	•					11,002,227
DISTRICT: 0 ROADWAY ID				COUNTY: AL	ACHUA JECT LENGTH: 1.88	змт			RK:RESURFACING EXIST/IMPROVED/	ADDED: 2/2/0
								22.00	EXIST/IMPROVED/	ADDED: 2/ 2/ 0
		LESS						G	REATER	
	FUND	THAN	2024				2029	G	REATER HAN	ALL
	FUND CODE		2024	2025	2026	2027	2028	G	REATER	
	CODE	THAN 2024		2025			2028	G	REATER HAN	ALL
PHASE:	CODE	THAN 2024	PONSIBLE AGENCY: MAN	2025	2026	2027		G T 2	REATER HAN 028	ALL YEARS
PHASE:	CODE  PRELIMINARY DIH	THAN 2024  Y ENGINEERING / RES: 84,252	PONSIBLE AGENCY: MAN 11,952	2025 AGED BY FDOT	2026	2027	0	G T 2	REATER HAN 028	ALL YEARS 96,204
PHASE:	CODE	THAN 2024	PONSIBLE AGENCY: MAN	2025	2026	2027		G T 2	REATER HAN 028	ALL YEARS
	CODE  PRELIMINARY DIH DS  CONSTRUCTION	THAN 2024  Y ENGINEERING / RES' 84,252 650,283  ON / RESPONSIBLE AG	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC	2025  AGED BY FDOT  O	2026	2027	0 0	0 0	REATER HAN 028 0	ALL YEARS 96,204 650,283
	CODE  PRELIMINARY DIH DS  CONSTRUCTION	THAN 2024  Y ENGINEERING / RES 84,252 650,283  ON / RESPONSIBLE AG 5,064,839	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC	2025  (AGED BY FDOT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2026	2027	0 0	0 0	REATER HAN 028	96,204 650,283
	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR	THAN 2024  Y ENGINEERING / RES: 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0	2025  AGED BY FDOT  O  O	2026	2027	0 0 0	0 0 0	REATER HAN 028 0	96,204 650,283 5,064,839 1,104,460
	CODE	THAN 2024  Y ENGINEERING / RES' 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 0 17,459	2025 AGED BY FDOT O O O O O O O O O O O O O O O O O O	2026	2027	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	REATER HAN 028 0 0	96,204 650,283 5,064,839 1,104,460 17,459
	CODE	THAN 2024  Y ENGINEERING / RES 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0 32,516	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 0 17,459	2025 (AGED BY FDOT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2026	2027	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	REATER HAN 028  0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516
PHASE:	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DIH LF SA	THAN 2024  Y ENGINEERING / RES 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0 32,516 504,037	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 0 17,459 0 52,269	2025 (AGED BY FDOT  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2026	2027	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	REATER HAN 028  0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306
PHASE:	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DDH LF SA 033 1	THAN 2024  Y ENGINEERING / RES: 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0 32,516 504,037 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 0 17,459 0 52,269 81,680	2025 (AGED BY FDOT  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2026	2027	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	REATER HAN 028  0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067
PHASE:	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DDH LF SA 033 1	THAN 2024  Y ENGINEERING / RES 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0 32,516 504,037	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 0 17,459 0 52,269	2025 (AGED BY FDOT  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2026	2027	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	REATER HAN 028  0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306
PHASE:	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DDH LF SA 033 1	THAN 2024  Y ENGINEERING / RES: 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0 32,516 504,037 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 0 17,459 0 52,269 81,680	2025 (AGED BY FDOT  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2026	2027	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	REATER HAN 028  0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067
PHASE:	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DDH LF SA 033 1	THAN 2024  Y ENGINEERING / RES 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0 32,516 504,037 7,440,387 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 0 17,459 0 52,269 81,680	2025  AGED BY FDOT  O  O  O  O  O  O  O  O  O  O  O  O	2026  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2027	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	REATER HAN 028  0 0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067
PHASE: TOTAL 4470 TOTAL PROJ	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DIH LF SA D33 1 JECT:  ER: 447233 1	THAN 2024  Y ENGINEERING / RES 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0 32,516 504,037 7,440,387 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 17,459 0 52,269 81,680 81,680	2025  TAGED BY FDOT  O  O  O  O  O  CITY OF GAINESVILL  COUNTY: AL	2026  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2027 ONS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	REATER HAN 028  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067 7,522,067
PHASE: TOTAL 4470 TOTAL PROJ	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DIH LF SA  133 1 JECT:	THAN 2024  Y ENGINEERING / RES 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0 32,516 504,037 7,440,387 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 17,459 0 52,269 81,680 81,680	2025  TAGED BY FDOT  O  O  O  O  O  CITY OF GAINESVILL  COUNTY: AL	2026  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2027 ONS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	REATER HAN 028  0 0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067 7,522,067
PHASE: TOTAL 4470 TOTAL PROJ	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DIH LF SA D33 1 JECT:  ER: 447233 1	THAN 2024  Y ENGINEERING / RES: 84,252 650,283  ON / RESPONSIBLE AG: 5,064,839 1,104,460 0 32,516 504,037 7,440,387 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 17,459 0 52,269 81,680 81,680	2025  TAGED BY FDOT  O  O  O  O  O  CITY OF GAINESVILL  COUNTY: AL	2026  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2027 ONS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O O O O O O O O O O O O O O O O O O O	REATER HAN 028  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067 7,522,067
PHASE: TOTAL 4470 TOTAL PROJ	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR LIF SA 033 1 JECT:  ER: 447233 1 02 D: 26000000	THAN 2024  Y ENGINEERING / RES' 84,252 650,283  ON / RESPONSIBLE AG 5,064,839 1,104,460 0 32,516 504,037 7,440,387 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 17,459 0 52,269 81,680 81,680	2025  TAGED BY FDOT  O  O  O  O  O  CITY OF GAINESVILL  COUNTY: AL	2026  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2027 ONS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O O O O O O O O O O O O O O O O O O O	REATER HAN 028  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067 7,522,067
PHASE: TOTAL 4470 TOTAL PROJ	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DIH LF SA D33 1 JECT:  ER: 447233 1	THAN 2024  Y ENGINEERING / RES: 84,252 650,283  ON / RESPONSIBLE AG: 5,064,839 1,104,460 0 32,516 504,037 7,440,387 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 17,459 0 52,269 81,680 81,680	2025  TAGED BY FDOT  O  O  O  O  O  CITY OF GAINESVILL  COUNTY: AL	2026  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2027 ONS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O O O O O O O O O O O O O O O O O O O	REATER HAN 028  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067 7,522,067 *NON-SIS*
PHASE: TOTAL 4470 TOTAL PROJ	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DIH LF SA 033 1 JECT:  ER:447233 1 02 D:26000000	THAN 2024  Y ENGINEERING / RES: 84,252 650,283  ON / RESPONSIBLE AG: 5,064,839 1,104,460 32,516 504,037 7,440,387 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 0 17,459 52,269 81,680 81,680 PROJECT DESCRIPTION:	2025  (AGED BY FDOT  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2026  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2027 ONS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O O O O O O O O O O O O O O O O O O O	REATER HAN 028  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067 *NON-SIS*
PHASE:  TOTAL 4470 TOTAL PROJ  ITEM NUMBE DISTRICT: C ROADWAY II	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DIH LF SA 033 1 JECT:  ER:447233 1 02 D:260000000  FUND CODE	THAN 2024  Y ENGINEERING / RES: 84,252 650,283  ON / RESPONSIBLE AG: 5,064,839 1,104,460 0 32,516 504,037 7,440,387 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 17,459 52,269 81,680 81,680 B1,680	2025  AGED BY FDOT  O  O  O  O  O  O  O  O  O  O  O  O	2026  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2027 ONS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O O O O O O O O O O O O O O O O O O O	REATER HAN 028  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067 *NON-SIS*
PHASE: TOTAL 4470 TOTAL PROJ ITEM NUMBE DISTRICT: ROADWAY II	CODE  PRELIMINARY DIH DS  CONSTRUCTION ACNR DDR DIH LF SA 033 1 JECT:  ER:447233 1 02 D:260000000  FUND CODE	THAN 2024  Y ENGINEERING / RES: 84,252 650,283  ON / RESPONSIBLE AG: 5,064,839 1,104,460 0 32,516 504,037 7,440,387 7,440,387	PONSIBLE AGENCY: MAN 11,952 0 ENCY: MANAGED BY FDC 0 0 17,459 52,269 81,680 81,680 PROJECT DESCRIPTION:	2025  AGED BY FDOT  O  O  O  O  O  O  O  O  O  O  O  O	2026  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2027 ONS OMI 2027	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O O O O O O O O O O O O O O O O O O O	REATER HAN 028  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	96,204 650,283 5,064,839 1,104,460 17,459 32,516 556,306 7,522,067 *NON-SIS*

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### FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM

MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2023

TIME RUN: 10.29.03

MBRMPOTP

4,838,888

HIGHWAYS

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PHASE: CONSTRUCTION TALL	/ RESPONSIBLE AGENCY: 4,210	300,719	0	0	0	0	0	304,929
TALT	8,062	34,947	0	0	0	0	0	43,009
TOTAL 447233 1	571,077	335,666	0	0	0	0	0	906,743
TOTAL PROJECT:	571,077	335,666	0	0	0	0	0	906,743

ITEM NUMBER: 447629 3 PROJECT DESCRIPTION: SR24A/SR331 (SE WILLISTON ROAD) AT HAWTHORNE TRAIL CROSSING \*SIS\* DISTRICT:02 COUNTY: ALACHUA TYPE OF WORK: TRAFFIC SIGNAL UPDATE ROADWAY ID: 26050000 PROJECT LENGTH: .229MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 LESS GREATER FUND THAN THAN ALL CODE 2024 2024 2025 2026 2027 2028 2028 YEARS PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT DIH 10,667 7,333 18,000 DS 5,448 0 5,448 0 PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT DIH 1,415 585 0 2,000 DS 236 151 0 387 Ω PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT DS 13,484 0 0 13,484 PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ARPA 752,837 0 0 0 0 0 752,837 DDR 102,379 3,281 105,660 0 0 0 0 DIH 10,313 0 0 10,313 0 0 0 TOTAL 447629 3 886,466 21,663 0 0 908,129 PROJECT DESCRIPTION: SR45 AT SW 15TH AVE ITEM NUMBER: 447629 4 \*NON-SIS\* DISTRICT: 02 TYPE OF WORK: TRAFFIC SIGNAL UPDATE COUNTY: ALACHUA ROADWAY ID: 26030000 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 PROJECT LENGTH: .088MI LESS GREATER THAN FUND THAN ALL CODE 2028 YEARS PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT DIH 1,001 0 0 0 1,001 TOTAL 447629 4 1,001 0 0 0 1,001 TOTAL PROJECT: 886,466 22,664 0 0 0 0 909,130 0

ITEM NUMBER:447962 1		PROJECT DESCRIPTION			JTH OF SR26			*SIS*
DISTRICT:02 ROADWAY ID:26050000			COUNTY: ALA PROJ	.CHUA ECT LENGTH: 3.296N	41		'WORK:RESURFACING NES EXIST/IMPROVED/	ADDED: 4/4/0
FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
<del></del> -		S						
PHASE: PRELIMINARY	ENGINEERING / RES	PONSIBLE AGENCY: MAN	NAGED BY FDOT					
DDR	366,937	0	0	0	0	0	0	366,937
DIH	2,787	32,692	0	0	0	0	0	35,479
D\$	24,580	0	0	0	0	0	0	24,580
SA	705,027	108,476	0	0	0	0	0	813,503
PHASE: CONSTRUCTION	N / RESPONSIBLE AG	ENCY: MANAGED BY FDO	TC					
ACNR	0	3,743,315	0	.0	0	0	0	3,743,315
DDR	0	237,371	0	0	0	0	0	237,371
DIH	0	62,272	0	0	0	0	0	62,272

4,838,888

PAGE 13	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM	DATE RUN: 07/05/2023 TIME RUN: 10.29.03
GAINESVILLE MTPO	MPO ROLLFORWARD REPORT	MBRMPOTP

MPO ROLLFORWARD REPORT \*\*\*\*\*\*\*\*\*\*\*\*

HIGHWAYS

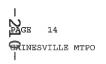
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SA 581,662 0 0 0 0 581,662 0 10,704,007 1,099,331 0 0 0 0 TOTAL 447962 1 9,604,676 0 0 0 0 0 0 10,704,007 TOTAL PROJECT: 1,099,331 9,604,676

\*SIS\* ITEM NUMBER:447964 1

PROJECT DESCRIPTION:SR24 FROM SR222 TO SR200(US301)
COUNTY:ALACHUA
PROJECT LENGTH: 10.711MI TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 DISTRICT:02 ROADWAY ID:26050000

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINAR	Y ENGINEERING / RESP	ONSIBLE AGENCY: MAN	AGED BY FDOT					
DDR	503,000	0	0	0	0	0	0	503,000
DIH	4,011	97,688	0	0	0	0	0	101,699
DS	47,573	0	0	0	0	0	0	47,573
SA	1,249,416	269,217	0	.0	0	0	0	1,518,633
PHASE: CONSTRUCTI	ON / RESPONSIBLE AGE	NCY: MANAGED BY FDO	T					
ACNR	0	15,464,213	0	0	0	0	0	15,464,213
DDR	0	577,614	0	0	0	0	0	577,614
DIH	0	216,450	0	0	0	0	0	216,450
DS	0	6,916,400	0	0	0	0	0	6,916,400
SA	0	1,060,022	0	0	0	0	0	1,060,022
TOTAL 447964 1	1,804,000	24,601,604	0	0	0	0	0	26,405,604
TOTAL PROJECT:	1,804,000	24,601,604	0	0	0	0	0	26,405,604
TOTAL DIST: 02	84,665,609	53,972,084	34,680,740	0	419,046	0	0	173,737,479
TOTAL HIGHWAYS	84,665,609	53,972,084	34,680,740	0	419,046	0	0	173,737,479



# FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2023 TIME RUN: 10.29.03 MBRMPOTP

MAINTENANCE

----

ITEM NUMBER:451209 1 DISTRICT:02 ROADWAY ID:

PROJECT DESCRIPTION: GLASS WINDOW REPLACEMENTS

COUNTY: ALACHUA

PROJECT LENGTH: 1000

\*NON-SIS\*
TYPE OF WORK:FIXED CAPITAL OUTLAY
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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GAINESVILLE MTPO

#### FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM MPO ROLLFORWARD REPORT

TRANSIT

----\*NON-SIS\* PROJECT DESCRIPTION:GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE ITEM NUMBER: 215546 1 TYPE OF WORK: OPERATING FOR FIXED ROUTE COUNTY: ALACHUA DISTRICT:02 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 PROJECT LENGTH: ROADWAY ID: GREATER LESS THAN ALL FUND THAN 2028 YEARS 2028 2026 2027 2024 2025 CODE 2024 PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE 0 Ω 0 0 0 DS Ω 7,400,000 0 0 0 5,600,000 1,800,000 Ω FTA 7,400,000 0 0 0 5,600,000 1,800,000 0 Ω LF 14,800,001 0 0 0 0 11,200,001 3,600,000 0 TOTAL 215546 1 0 14,800,001 0 0 0 11,200,001 3,600,000 0 TOTAL PROJECT: \*NON-SIS\* PROJECT DESCRIPTION: GAINESVILLE RTS SECTION 5339(B) TRANSIT IMPROVEMENT ITEM NUMBER:441520 2 TYPE OF WORK: TRANSIT IMPROVEMENT COUNTY: ALACHUA DISTRICT:02 EX DESC: GAINESVILLE RTS: \$10,660,817; TOLL REVENUE CREDITS AS MATCH TO FEDERAL GRANT LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 PROJECT LENGTH: .000 ROADWAY ID: GREATER LESS ALL THAN FUND THAN 2028 YEARS 2027 2028 2026 2024 2025 CODE 2024 PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE 0 10,660,817 0 0 0 Ω 10,660,817 0 0 0 0 10,660,817 0 0 0 10,660,817 TOTAL 441520 2 10,660,817 0 0 0 0 0 TOTAL PROJECT: 0 10,660,817 \*NON-SIS\* PROJECT DESCRIPTION: REGIONAL TRANSIT SYSTEM (RTS) ITEM NUMBER: 442577 1 TYPE OF WORK: OPERATING FOR FIXED ROUTE COUNTY: ALACHUA DISTRICT:02 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 PROJECT LENGTH: .000 ROADWAY ID: GREATER LESS THAN ALL FUND THAN YEARS 2028 2028 2027 2024 2025 2026 CODE 2024 PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY 0 0 0 99,987 25,000 0 0 74,987 DU 0 100,000 0 0 Λ 100,000 0 Ω LF 0 0 199,987 0 25,000 0 0 TOTAL 442577 1 174,987 199,987 0 ٥ 0 174,987 25,000 0 0 TOTAL PROJECT: \*NON-SIS\* PROJECT DESCRIPTION: CITY OF GAINESVILLE ARPA ROUTE RESTORATION ITEM NUMBER: 447445 2 TYPE OF WORK: URBAN CORRIDOR IMPROVEMENTS COUNTY: ALACHUA DISTRICT:02 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 PROJECT LENGTH: .000 ROADWAY ID: GREATER LESS THAN ALL THAN FUND YEARS 2028 2026 2027 2028 2024 2025 2024 CODE PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE 0 300,000 0 0 0 0 300,000 FTA 0 300,000 0 0 0 300,000 0 0

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TOTAL 447445 2

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DATE RUN: 07/05/2023

TIME RUN: 10.29.03

MBRMPOTP

# FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2023 TIME RUN: 10.29.03 MBRMPOTP

TRANSIT

ITEM NUMBER:451152 1 DISTRICT:02 ROADWAY ID:		PROJECT DESCRIPTION:	COUNTY: AL			LLE RTS		TYPE OF WORK:CAPIT. LANES EXIST/I		*NON-SIS* IXED ROUTE ADDED: 0/ 0/ 0
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LF	0	53,000	0			0		0	0	53,000
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TOTAL 451894 1	0	200,190	0			ñ		0	n	200,190
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ITEM NUMBER:452499 1 DISTRICT:02 ROADWAY ID:		PROJECT DESCRIPTION:	COUNTY: AL			GIONAL TF		TYPE OF WORK: OPERA		*NON-SIS* FIXED ROUTE ADDED: 0/ 0/ 0
	LESS							GREATER		
FUND	THAN							THAN		ALL
CODE	2024	2024	2025	2026	2027		2028	2028		YEARS
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PHASE: OPERATIONS	/ RESPONSTBLE AGEN	ICY: MANAGED BY GAINE	STLIE							
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TOTAL 452499 1	0	50,000	0	(		0		0	0	50,000
TOTAL PROJECT:	0	50,000	0	(		0		0	0	50,000
TOTAL DIST: 02	11,374,988	15,366,007	0	(		0		0	0	26,740,995
TOTAL TRANSIT	11,374,988	15,366,007	0	(		0		0	0	26,740,995

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
GAINESVILLE MTPO
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2023 TIME RUN: 10.29.03 MBRMPOTP

\*NON-SIS\*

MISCELLANEOUS

ITEM NUMBER:439181 7 DISTRICT:02 PROJECT DESCRIPTION:ALACHUA COUNTY TRAIL REHABILITATION STUDY

TYPE OF WORK: BIKE PATH/TRAIL

DISTRICT:02 ROADWAY ID: COUNTY:ALACHUA PROJECT LENGTH: .000

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
DHASE DD & E / P	ESPONSIBLE AGENCY:	MANAGED BY FDOT						
SA SA	0	5,000	0	0	0	0	0	5,000
TALU	187,500	0	0	0	0	0	0	187,500
TOTAL 439181 7	187,500	5,000	0	0	0	0	0	192,500
TOTAL PROJECT:	187,500	5,000	0	0	0	0	0	192,500
TOTAL DIST: 02	187,500	5,000	0	0	0	0	0	192,500
TOTAL MISCELLANEOUS	187,500	5,000	0	0	0	0	0	192,500
GRAND TOTAL	96,228,097	69,356,091	34,693,740	13,000	432,046	13,000	0	200,735,974



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August 9, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

Metropolitan Transportation Planning Organization

Reapportionment

#### STAFF RECOMMENDATION

#### FOR INFORMATION ONLY

#### BACKGROUND:

In order to meet the federal deadline for reapportionment service area and governance requirements, the Metropolitan Transportation Planning Organization will be presented a reapportionment plan at its October 2, 2023 meeting. In advance of decisions to be made at that meeting, the Metropolitan Transportation Planning Organization is being provided several reapportionment-related information items consisting of:

- Exhibit 1 Florida Department of Transportation Metropolitan Planning Organization Handbook Chapter 2 Metropolitan Planning Organization Formation and Modification;
- Exhibit 2 Florida Metropolitan Planning Organization/Transportation Management Area Map;
- Exhibit 3 2020 Census Gainesville Urban Area-2010 Gainesville Metropolitan Area Overlay Map; and
- Exhibit 4 2020 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Scenarios.

The 2020 Census Gainesville Urban Area population is 213,748 persons, which is above the Transportation Management Area population threshold of 200,000 persons.

Attachments

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# 2 Metropolitan Planning Organization Formation and Modification

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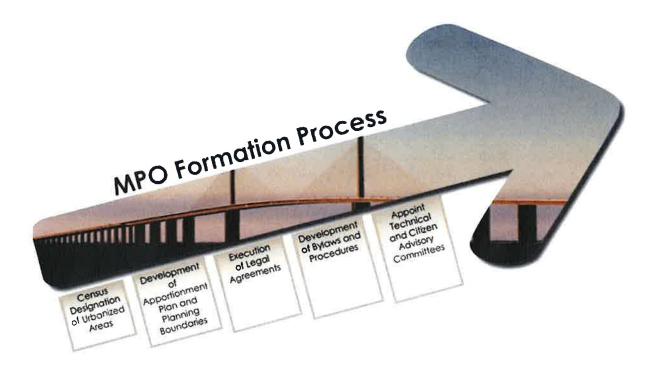
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#### 2.1 Purpose

This chapter addresses Metropolitan Planning Organization (MPO) designation and redesignation, establishing and reviewing transportation planning boundaries, MPO membership apportionment, and required agreements for MPO formation, organization, planning, and compliance. This chapter may be used by Florida Department of Transportation (FDOT) staff as a guideline for the formation of an emerging MPO and changes to an existing MPO's membership or boundaries. <u>Figure 2.1</u> illustrates the general process for MPO designation and formation.

Figure 2.1 MPO Designation and Formation



# 2.2 Authority

This section lists the Federal and State statutes, regulations, and rules related to the designation of MPOs.

Table 2.1 Federal and State Statutes and Codes

Citation	Description
Designation/Redesignation	
23 U.S.C. 134(d) and (e)	Describes the requirements for the
49 U.S.C. 5303(d) and (e)	designation and redesignation of MPOs
23 C.F.R. 450.310	*
<u>s.339.175(2), F.S.</u>	
Voting & Apportionment	
23 U.S.C. 134(d)(2)	Describes the MPO voting membership
49 U.S.C. 5303(d)(2)	and membership apportionment
23 C.F.R. 450.310(d)	requirements
s.339.175(3) and (4), F.S.	
<u>s.339.176, F.S.</u>	
Planning Boundaries	
23 U.S.C. 134(e)	Describes the requirements and process
49 U.S.C. 5303(e)	for establishing MPO transportation
23 C.F.R. 450.312	planning boundaries
s.339.175(2)(c) and (d), F.S.	
Agreements	
23 C.F.R. 450.314	Describes the agreements necessary to
s.339.175(2)(b), F.S.	implement the metropolitan transportation
s.339.175(10), F.S.	planning process
Advisory Committees	
s.339.175(6)(d) and (e), F.S.	Specifies the requirement to appoint an
	MPO Technical Advisory Committee and
	Citizens' Advisory Committee



Citation	Description
Census	
Urban Area for the 2020 Census-Final Criteria	Census Bureau, Department of Commerce, Federal Register March 24, 2022, pages 16706-16715
2020 Census Qualifying Urban Areas and Final Criteria Clarifications	Census Bureau, Department of Commerce, Federal Register December 29, 2022, pages 80114-80154

### 2.3 Census Designation of Urban Areas

The United States Census Bureau conducts a census of the population and housing of the United States of America every 10 years. Approximately two years after the census, the Census Bureau designates Urban areas throughout the United States. For the 2020 Census, urban areas are defined as areas that comprise a densely settled core of census blocks that encompass at least 2,000 housing units or has at least 5,000 people.

The Census Bureau used to designate Urbanized Areas (UZA) as urban areas with 50,000 residents or more. Additionally, the Census used to define urban clusters as densely settled cores created from census tracts or blocks and contiguous qualifying territory that together have at least 2,500 residents but fewer than 50,000 residents. The 2020 Census no longer distinguishes between urbanized areas and urban clusters. All qualifying areas are now designated as urban areas. [Urban Area Criteria for the 2020 Census-Final Criteria]

Urban areas (UAs) designations are critical to the administration of the nation's surface transportation programs. Key Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) planning programs impacted by UA designations include MPO designation, application of metropolitan transportation planning requirements, FHWA and FTA funding availability and eligibility, and application of air quality conformity requirements.



### 2.4 MPO Designations

UAs are the building blocks of MPO formation. Federal law and regulations require an MPO to be designated for each UA with a population of 50,000 or more, or group of contiguous UAs. [23 C.F.R 450.310(a)] The designation must be made by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population, including the largest incorporated city, or according to procedures established by State or local law. [23 C.F.R 450.310(b)]

To the extent possible, only one MPO shall be designated for each UA or group of contiguous UAs. More than one MPO may be designated to serve a UA only if the Governor and the existing MPO determine that the size and complexity of the UA makes designation of more than one MPO appropriate. [23 C.F.R. 450.310(e). s.339.175(2)(a)(2), F.S.] If more than one MPO is designated for a UA, the MPOs must establish an official written agreement that identifies the areas of coordination and division of responsibilities between MPOs.

Each designated MPO carries out the metropolitan transportation planning process within a defined Metropolitan Planning Area (MPA). The MPA must encompass the entire UA plus the contiguous area expected to become urban within a 20-year forecast period. An MPA boundary may encompass more than one UA. See <u>Section 2.6: Metropolitan Planning Area Boundaries</u> for more information about establishing and reviewing MPA boundaries.

Each designated MPO may encompass newly designated UAs. A newly identified UA may be incorporated into an existing MPA, which is encouraged by FDOT, and does not require redesignation of the existing MPO. [23 C.F.R 450.312(e)]

When the Census Bureau designates a new UA that is not within or overlaps an existing MPA, the District will provide the information to all local governmental entities (e.g., cities and counties); administrators or operators of major modes of transportation; local and regional planning agencies; and, where applicable, Native American Tribal governments. Designation and redesignation must be agreed upon by the Governor and units of local government that together represent at least 75 percent of the affected population, including the largest incorporated city, as named by the Census Bureau.



An existing MPO should review new census data to assess potential changes in its boundaries or Governing Board membership. When the Census Bureau releases UA designations, FDOT's Office of Policy Planning (OPP) will review and transmit the information to MPOs, including applicable UA boundaries and population information. This information will be used by MPOs to develop apportionment plans, as well as to assist in potential MPO redesignation and/or reapportionment. OPP shall keep the MPOs informed on all census information affecting new and existing UAs.

Existing MPOs must review the information to determine whether the membership on the MPO policy body and other committees maintains the appropriate level of representation. If the census information indicates that UAs of separate existing MPOs have become a single UA, the affected MPOs should consider consolidating into a single MPO. If the MPOs and Governor agree the MPOs will remain separate, the affected MPOs must develop and implement a coordinated planning process. This process must result in, but not be limited to, the following: a regional Long-Range Transportation Plan (LRTP) covering the combined MPA that will serve as the basis for the Transportation Improvement Programs (TIP) of each MPO, a coordinated project prioritization and selection process, a regional public involvement process, and a coordinated air quality planning process if in a nonattainment area.

FDOT will schedule meetings to fully acquaint the emerging and existing MPOs with Federal and State requirements. The following topics will be discussed:

- Census population.
- The process the MPO uses for submitting a Membership Apportionment Plan for review and approval/disapproval by the Governor and subsequent designation (or redesignation) of an MPO by the Governor.
- The required legal agreements for formation, organization, transportation planning, and funding.
- The establishment of bylaws and procedures.
- Delineation of boundaries for the MPA.
- Types of funding available to an MPO. This will include an explanation that an emerging MPO is not eligible to receive Federal planning funds to establish an



MPO. The District also should explain what funding is available after designation: Metropolitan Planning (PL) Funds and FTA Section 5305(d) funds.

- All Federal regulations concerning the formation and responsibilities of an MPO.
- All State laws and rules that govern the organization, operation, and responsibilities of MPOs.
- All procedures, handbooks, and manuals used by FDOT to assist MPOs in meeting the requirements for Federal and State funding purposes and fulfilling the requirements of the transportation planning process in an MPA.
- All FDOT procedures, software, and user manuals concerning the development and validation of travel demand forecasting models using the Florida Standard Urban Transportation Model Structure (FSUTMS) or any other FDOT-approved travel demand forecasting model.
- The overall role of FDOT, including any pertinent planning documents (e.g., Florida Transportation Plan, Strategic Intermodal System, Strategic Highway Safety Plan, and the Annual Performance Report) and specific District contact persons.
- The role of the MPO and its intergovernmental relationships with State and local governments, regional planning councils or agencies, and other transportation and land use agencies.

Each new MPO must be fully operational no later than six months following its designation. [s.339.175(2)(e), F.S.] An MPO designation remains in effect until an official redesignation has been made. [23 C.F.R. 450.310(g)]

# 2.5 Membership Apportionment Plan

Federal law and regulation allow the State and units of local government to largely determine the composition of the MPO. [23 U.S.C. 134(d), 23 C.F.R. 450.310] Florida Statute refers to this process as "apportionment." [s.339.175(4), F.S.] The Governor apportions the membership of the MPO with the agreement of the affected local governments. [s.339.175(4)(a), F.S.] Each MPO must review the composition of its membership in conjunction with each decennial census. Each existing and emerging



MPO must submit a Membership Apportionment Plan that meets the requirements of s.339.175(3), F.S., s.339.175(4), F.S., and 23 C.F.R. 450.310.

#### 2.5.1 Voting Membership

The MPO voting membership, as reflected in the Membership Apportionment Plan, must consist of between 5 and 25 apportioned members; the exact number is to be determined on an equitable geographic-population ratio basis by the Governor, based on an agreement among the affected units of general purpose local government, as required by Federal rules and regulations. [s.339.175(3)(a), F.S.] In determining the composition of the MPO Board:

- With the exception of instances in which all of the county commissioners in a single-county MPO are members of the MPO Governing Board, county commissioners shall compose at least one-third of the MPO Governing Board membership. A multicounty MPO may satisfy this requirement by any combination of county commissioners from each of the counties constituting the MPO. In cases where the MPO has more than 15 voting members with a 5-member county commission, or the MPO comprises 19 members with a 6-member county commission, the county commissioners can comprise less than one-third of the voting members. In the two situations outlined above, all county commissioners must be members of the Board.
- All voting members shall be elected officials of general purpose local governments, except that an MPO may include as part of its apportioned voting members a member of a statutorily authorized planning board, an official of an agency that operates or administers a major mode of transportation, and/or an official of the Spaceport Florida Authority. As used in <a href="mailto:s.339.175(3)(a), F.S.">s.339.175(3)(a), F.S.</a>, the term "elected official" excludes constitutional officers, such as sheriffs, tax collectors, supervisors of elections, property appraisers, clerks of the court, and similar types of officials.
- County commissioners shall compose not less than 20 percent of the voting membership of the MPO Board if an official of an agency that operates or administers a major mode of transportation has been appointed to the MPO. [s.339.175(3)(a), F.S.]



#### FDOT MPO Program Management Handbook

 Any authority or agency created by law to perform transportation functions that is not under the jurisdiction of a local government represented on the MPO may be provided voting membership on the MPO. [s.339.175(3)(b), F.S.]

The Governor also may provide that MPO members who represent municipalities on an MPO Board may alternate with representatives from other municipalities within the MPA that do not have members on the MPO. [s.339.175(3)(a), F.S.]

Any county chartered under <u>Subsection 6(e)</u>, <u>Article VIII</u> of the Constitution of the State of Florida may elect to have its county commission serve as the MPO Board if the MPO jurisdiction is wholly contained within the county. In addition to the entire county commission, the MPO established under this provision must include four additional voting members to the MPO: one of whom must be an elected official representing a municipality within the county, one of whom must be an expressway authority member, one of whom must be a nonelected individual residing in the unincorporated portion of the county, and one of whom must be a school board member. [s.339.175(3)(d), F.S.]

In addition, the voting membership of any MPO, whose geographical boundaries include any "county" as defined in <u>s.125.011(1)</u>, <u>F.S.</u>, [a county chartered under Subsection 6(e) Article VIII of the Constitution of the State of Florida (Miami-Dade County)], must include an additional voting member appointed by that city's governing body for each city with a population of 50,000 or more residents. [s.339.176, F.S.]

A Transportation Management Area (TMA) is a UA with a population over 200,000, as defined by the Census Bureau and designated by the U.S. Department of Transportation (U.S. DOT). Note that in some cases, a UA with less than 200,000 residents has been designated as a TMA; this is upon special request from the Governor and the MPO designated for the area. Federal law requires the voting membership of an MPO Board in a TMA must include:

- Local elected officials;
- Officials of public agencies that administer or operate major transportation systems in the metropolitan area (such as rail, airports, ports, and transit); and
- Appropriate State officials. [23 C.F.R. 450.310(d)(1)]



Florida law states these transportation agencies may be given voting membership on the MPO, regardless of TMA status, if such agencies are performing functions that are not under the jurisdiction of a general purpose government represented on the MPO. If such operators of major modes of transportation are represented by elected officials from general purpose governments that are on the MPO, the MPO shall establish the process by which the interests of these operators are expressed. [s.339.175(3)(b), F.S.]

#### 2.5.2 Nonvoting Advisors

Florida Statutes require FDOT to serve as a nonvoting advisor to the MPO Governing Board. FDOT will be represented by the District Secretary or designee. Additional nonvoting advisors may be appointed by the MPO as deemed necessary; however, to the maximum extent feasible, each MPO shall seek to appoint nonvoting representatives of various multimodal forms of transportation not otherwise represented by voting members of the MPO. Representatives of major military installations, upon their request and subject to the agreement of the MPO, shall be appointed as nonvoting advisors of the MPO. [s.339.175 (4)(a), F.S.] All nonvoting advisors may attend and fully participate in board meetings but may not vote or be members of the Board.

Urban areas that include Tribal reservation lands should include the appropriate Native American Tribal Council's government in the metropolitan transportation planning process.

#### 2.5.3 Alternate Members

At the request of the majority of the affected units of general-purpose local government comprising an MPO, they and the Governor shall cooperatively agree upon and prescribe who may serve as an alternate member and agree on a method for appointing alternate members. This method must be included as part of the MPO's interlocal agreement, operating procedures, or bylaws. The alternate member may vote at any MPO Board meeting in place of the regular member if the regular member is not in attendance. [s.339.175(4)(a), F.S.]

#### 2.5.4 Board Member Terms

The MPO Board members shall serve four-year terms. The membership of any public official automatically terminates upon the member leaving his or her elected or appointed office for any reason or may be terminated by a majority vote of the entity's governing board represented by the member. A vacancy shall be filled by the original appointing



entity. A member may be reappointed for one or more additional four-year terms. The MPO Board members who represent municipalities on the basis of alternating with representatives from other municipalities that do not have members on the MPO may serve terms up to four years, as provided in the MPO interlocal agreement, operating procedures, or bylaws. [s.339.175(4)(b), F.S.]

## 2.5.5 Membership Apportionment Plan Content

The MPO Membership Apportionment Plan shall include the following:

- 2010 and 2020 Census population data for the total MPO area
- Current MPO membership (local governments and agencies)
- Proposed MPO membership (local governments and agencies)
- The methodology used to determine the proposed MPO membership changes (if there are proposed changes)
- MPA Boundary map
- MPO Board resolution adopting the Apportionment Plan

Under Florida law, a chartered county with a population over one million may elect to reapportion the membership of the MPO whose jurisdiction is wholly within the county. [s.339.175(3)(c), F.S.] The charter county may exercise this option if:

- The MPO approves the Reapportionment Plan by a three-fourths vote of its membership;
- The MPO and charter county determine the Reapportionment Plan is needed to fulfill specific goals and policies applicable to that MPA; and
- The charter county determines the reapportionment plan otherwise complies with all Federal requirements pertaining to MPO membership.

Any chartered county that elects to exercise this option must notify the Governor in writing. [s.339.175(3)(c), F.S.] This may be addressed in a cover letter accompanying the MPO Membership Apportionment Plan.



#### 2.5.6 Membership Apportionment Plan Review

The MPO submits the Membership Apportionment Plan and MPA Boundary Map (see page 2-15) to OPP's MPO Statewide Coordinator. The MPO shall at the same time provide copies of the Plan to the District Planning Manager or designee. The District planning staff and OPP will have 30 calendar days from the date of receipt to concurrently review the MPO Membership Apportionment Plan for consistency with Federal and State requirements. At the end of the 30-day review period, the District will provide comments to OPP. Within 30 calendar days after the end of the 30-day review period, FDOT will provide a recommendation to the Policy Coordinator in the Transportation Unit of the Executive Office of the Governor (EOG). The recommendation will be for the Governor to either approve or disapprove the proposed Membership Apportionment Plan. The Governor's approval of the Apportionment Plan constitutes official designation of the MPO, as required by 23 U.S.C. 134(d)(5), s.339.175(3), F.S., and s.339.175(4), F.S.

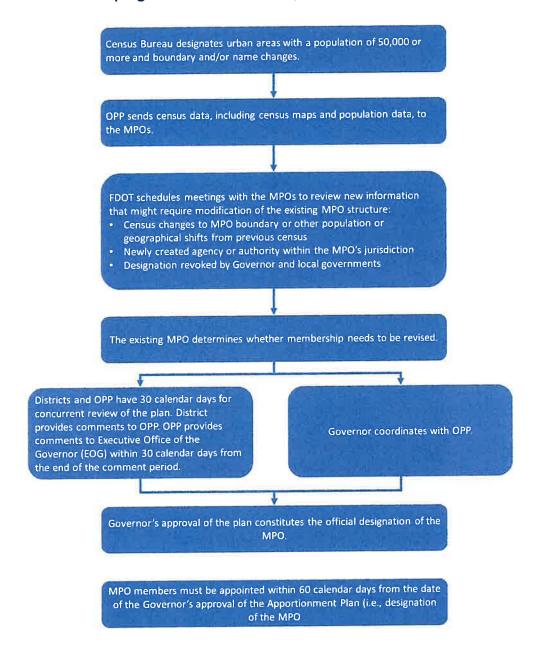
#### 2.5.7 Governor's Action on Membership Apportionment Plan

The MPO should appoint representatives to serve on the Board within 60 days after the Governor has approved the proposed Membership Apportionment Plan. If a governmental entity fails to fill an assigned appointment to an MPO within 60 days after notification by the Governor of its duty to appoint, that appointment shall be made by the Governor from the eligible representatives of that governmental entity. [s.339.175(4)(c), F.S.] If the Governor should disapprove the proposed Membership Apportionment Plan, the District shall assist in addressing any issues identified by the Governor.

Figure 2.2 shows the process for developing the MPO Membership Apportionment Plan.



Figure 2.2 Developing the MPO Membership Apportionment Plan



# 2.6 Metropolitan Planning Area Boundaries

The Federal requirements for establishing and adjusting MPA boundaries are set out in 23 C.F.R 450.312. The boundaries of an MPA must be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries must



encompass the entire existing urban area of 50,000 people plus the contiguous area expected to become part of the urban area within a 20-year forecast period. An MPA boundary may encompass more than one UA and may be established to coincide with regional economic development and growth forecasting areas, as well as with a Metropolitan Statistical Area or Combined Statistical Area, as defined by the U.S. Office of Management and Budget. In addition, MPA boundaries must not overlap with each other.

If more than one MPO is designated within an urban area with a population of 50,000 or more, the Infrastructure Investment and Jobs Act (IIJA) requires MPOs to ensure, to the maximum extent practicable, consistency of any data used in the planning process. The IIJA also clarifies that MPOs are not required to jointly develop planning documents (i.e., a unified LRTP or unified TIP). [23 U.S.C. 134(g)(4) and (5)]

Where part of a UA that is served by one MPO extends into an adjacent MPA, the MPOs must, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. Alternatively, the MPOs may adjust their existing boundaries so the entire UA lies within only one MPA. Boundary adjustments that change the composition of the MPO may require redesignation of one or more of the MPOs. [23 C.F.R. 450.312(h)]

The MPA can include all or part of a given county; this can include areas that, due to their growth characteristics, are anticipated to become a UA within the next 20 years. The District, in consultation with the MPO, shall review and make recommendations on areas outside the projected 20-year area. FHWA should be consulted in such expansions with supporting documentation that justifies the expansion.

The MPO must review its MPA boundaries after each Census, in cooperation with the State and public transportation operator(s), to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated UAs. The boundaries should be adjusted as necessary. [23 C.F.R. 450.312(j)]

#### 2.6.1 MPA Boundary Maps

OPP provides 2020 Census urban area boundaries and population data to MPOs for the purpose of establishing or updating existing MPA boundaries. These data can be found on the Urban Area Boundary and Functional Classification Data Hub.



Within 180 calendar days of receipt of the decennial census information, the MPO shall create or revise a final map showing the MPA boundaries. Information used to develop the map shall include, but not be limited to, the following:

- The Census-based criteria and data assumptions (i.e., population estimates provided by the Bureau of Economic and Business Research, University of Florida) used to determine the 20-year growth area for drawing the MPA boundary; and
- Documentation used to support the inclusion of any geographic areas for MPA funding purposes that are not expected to be urban within the next 20 years.

The MPO will adopt the MPA Boundary Map when it adopts its Membership Apportionment Plan. The MPO shall submit both documents to OPP's MPO Statewide Coordinator and the District Planning Manager or designee in accordance with the review procedure set out in **Section 2.5.6: Membership Apportionment Plan Review**. In accordance with <u>23 C.F.R. 450.312(j)</u>, OPP will provide copies of the maps to FHWA and FTA following approval by the MPO and the Governor.

MPA boundary maps should be developed at a scale that best meets the needs of the urban area; in addition to the aforementioned boundaries, the maps shall clearly designate the following information:

- 2020 urban areas with 50,000+ people
- Graphic scale and north arrow
- Legend, including the date the map was initially approved and the date of revision(s)
- Major city or county-designated roadways
- Interstates, U.S., and State highways
- Transit/intermodal facilities and airports
- MPA Boundary



#### 2.6.2 Modification of MPO Boundary Maps

Requests for modification to the MPA boundary may be initiated by the MPO or the District. OPP periodically releases Census population information developed by the Bureau of Economic and Business Research Department at the University of Florida. This information may be used to modify transportation planning boundaries.

Any changes to the relevant MPO boundaries may require the MPO to review and/or revise its voting apportionment, LRTP, TIP, UPWP, and all existing agreements and documents, as necessary.

#### 2.7 Redesignation and Reapportionment

An existing MPO may be redesignated only by agreement between the Governor and units of local government that together represent at least 75 percent of the existing MPA population, including the largest incorporated city. [23 C.F.R. 450.310(h)]

Redesignation of an existing MPO is required whenever the MPO proposes to make 1) a substantial change in the proportion of its voting members, or 2) a substantial change in the decision-making authority or responsibility of the MPO or in decision-making procedures established in the MPO's bylaws. [23 C.F.R. 450.310(j)]

The following changes to an MPO do not require a redesignation if the changes do not trigger a substantial change as described in 23 C.F.R. 450.310(j):

- Identification of a new UA (as determined by the Census Bureau) within an existing MPA;
- Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the MPA;
- Adding members to satisfy the specific membership requirements for an MPO that serves a TMA; and/or
- Periodic rotation of members representing units of general purpose local government, as established under MPO bylaws.

An MPO seeking redesignation must submit a Reapportionment Plan that meets the same requirements and must go through the same review and approval process as



outlined in <u>Section 2.5: Membership Apportionment Plan</u>. The District shall assist the MPO and provide the MPO with guidance as the proposed MPO Reapportionment Plan must include the following:

- 2010 and 2020 Census population data for the total MPO area
- Current MPO membership (local governments and agencies)
- Proposed MPO membership (local governments and agencies)
- The methodology used to determine the proposed MPO membership changes (if there are proposed changes)
- MPA Boundary map
- MPO Board resolution adopting the Apportionment Plan

As appropriate, the MPO should appoint or remove representatives to serve on the Board within 60 days after completion of an amended interlocal agreement. The interlocal agreement should be updated to incorporate the changes made in the approved Membership Apportionment Plan. The MPO shall notify the District when membership changes are made. If the Governor disapproves the proposed Redesignation Plan, the District shall assist the MPO in addressing the issues identified by the Governor.

## 2.8 Execution of an Interlocal Agreement

The responsibilities of each agency involved in carrying out the metropolitan transportation planning process shall be clearly identified by written agreement between the parties. [23 C.F.R. 450.314(a), s.339.175(2)(b), and s.339.175(10)(a), F.S.] This is accomplished through the execution of an interlocal agreement [Form No. 525-010-01] pursuant to the Florida Interlocal Cooperation Act of 1969 [s.163.01, F.S.]. This form should be used for the creation of a new MPO, as well as for the re-designation of an existing MPO. This form is available for download from the FDOT Procedural Document Library.

The interlocal agreement is a standard document drafted specifically to address the metropolitan transportation planning requirements identified in Federal and State law and regulations. The parties to this interlocal agreement shall be FDOT and the governmental



entities designated by the Governor for MPO membership, including nonvoting members. [s.339.175(2)(b), F.S.]

After a new MPO has been designated, or modifications to an existing MPO have been approved by the Governor, the District shall hold a meeting with the responsible MPO staff to discuss the execution of a new or updated interlocal agreement.

The interlocal agreement should indicate if a member government is to represent other local governments on the MPO and whether the voting membership is to rotate annually. The District shall request its legal staff to review the agreement before forwarding it to the MPO for execution. The text of all standard interlocal agreements shall not be modified in any manner that impacts FDOT or changes the statutory duties and responsibilities of the MPO.

Copies of the approved interlocal agreement shall be distributed to the MPO, the District, OPP, and each signatory to the agreement. Copies of the interlocal agreement must be filed with the Clerk of the Circuit Court in each county in which a party to the agreement is located. The District legal office shall ensure the interlocal agreement is filed in the county in which the District office is located.

The interlocal agreement is reviewed and updated at least every five years, or sooner when MPO membership changes. [s.339.175(10)(a), F.S.] When an interlocal agreement is updated, the MPO serves as the coordinating body for agreement review, negotiations, and execution among all parties. The MPO provides copies of the updated agreement to all signatories for filing purposes.

An emerging MPO, upon execution of the interlocal agreement, must immediately establish bylaws or operating procedures for the conduct of daily business and decision-making. Once the MPO is formally designated, the bylaws or operating procedures should be revised as needed and adopted again by the MPO. Each District and emerging MPO should coordinate and mutually agree to a timetable suitable for the MPO to be fully operational within six months from its designation.

#### 2.9 Execution of Other Required Agreements

The District shall meet with the MPO to develop each of the standard agreements discussed below. The District shall process each standard agreement after approval by all parties and approved by the MPO through a resolution. The District shall coordinate the



review of the agreement with District legal staff and FDOT's Comptroller's Office, if needed, before transmitting it for execution. The language contained in all standard agreements shall not be modified in any manner that impacts FDOT or changes the statutory duties and responsibilities of the MPO. The District shall request the MPO approve each agreement and provide an appropriate number of copies of the agreement to FDOT. The MPO will return all signed versions to the District for FDOT approval. The District Secretary (or designee) must sign each agreement, thereby, executing the agreement for FDOT.

One original agreement shall be sent to each of the following: the MPO, the District, the OPP MPO Statewide Coordinator, and each signatory as needed. For Joint Participation Agreements, two copies of the executed agreement should be provided to the Comptroller's Office. The same process applies whenever an agreement is updated. The following subsections provide detail on each of the agreements.

#### 2.9.1 MPO Agreement

The MPO Agreement establishes the cooperative relationship between the MPO and FDOT to accomplish the transportation planning requirements of Federal and State law. [s.339.175(10)(a)(1), F.S., 23 C.F.R. 450.314(a)]. Specifically, the Agreement accomplishes three things: 1) provides Federal financial assistance to the MPOs for transportation-related planning activities, as found in the Unified Planning Work Program (UPWP); 2) establishes the terms and conditions for accepting that Federal assistance; and 3) creates the framework of cooperation between FDOT and the MPO for development of the UPWP. The Agreement must be reviewed and updated, as necessary, or at least every two years.

The standard MPO Agreement is <u>Form No. 525-010-02\_1</u> and is available for download from the <u>FDOT Procedural Document Library</u>. **Note**: The Central Office General Counsel Office must review all proposed changes to the standard MPO Agreement.

#### 2.9.2 Public Transportation Grant Agreement

To fund its public transportation programs using FTA planning funds, the designated MPO may choose to enter into a Public Transportation Grant Agreement with FDOT. This agreement provides "State funding" to the MPO to assist in meeting FTA local match requirements. It outlines certain administrative and program requirements that must be met to receive State funds for FTA match purposes. These agreements are executed annually and differ in how FDOT chooses to provide the "State match," which may be



cash, in-kind services, or both. At this time, the soft-match option used for FHWA Metropolitan Planning (PL) funds is not applicable for FTA planning funds. The Public Transportation Grant Agreement, including exhibits, extensions, and amendments (<u>Form No. 725-000-01</u>, <u>Form No. 725-000-02</u>, <u>Form No. 725-000-03</u>, and <u>Form No. 725-000-04</u>) are available for download from the <u>FDOT Procedural Document Library</u>.

#### 2.9.3 Interstate Compact

Where the boundaries of the MPA extend across two or more states, the governors, the MPO(s), and public transportation operators must coordinate transportation planning for the entire multistate area; this includes jointly developing planning products for the MPA. The states may enter into agreements or compacts for cooperative efforts and mutual assistance in support of metropolitan planning activities, and may establish agencies to implement the compacts or agreements. [23 C.F.R. 450.314(f)]

#### 2.9.4 Multiple MPOs in One Urban Area

If more than one MPO has been designated to serve an urban area, then there must be a written agreement between the MPOs, the state(s), and the public transportation operator(s) that describes how the metropolitan transportation planning processes will be coordinated to ensure the development of consistent LRTPs and TIPs across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. The planning processes must reflect coordinated data collection, analysis, and planning assumptions across the MPAs. Alternatively, a single LRTP and/or TIP for the entire area may be developed jointly by the MPOs. Coordination is also strongly encouraged for neighboring MPOs that are not within the same MPA. Coordination efforts and outcomes must be documented in submittals of the UPWP, the LRTP, and the TIP to the state(s), the FHWA, and the FTA. [23 C.F.R. 450.314(e)]

# 2.9.5 Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement

The Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement (ICAR) is an agreement that promotes cooperation between FDOT, the MPO, the regional planning council(s) (RPC), and local government agencies to optimize the planning and programming of the transportation system within the Metropolitan Planning Area (MPA). This agreement ensures cooperation between these



agencies on the UPWP, TIP, LRTP, and any applicable corridor or subarea studies. This agreement also provides a process through the RPC(s) for intergovernmental coordination and review and identification of inconsistencies between proposed MPO transportation plans and local government comprehensive plans. [s. 163, F.S.] Furthermore, the agreement provides a process for conflict and dispute resolution through the RPC. The ICAR has a term of five years. At the end of each term, the agreeing parties review the ICAR, where they will reaffirm the agreement unless the parties agree on changes to the provisions. If changes are agreed upon, the ICAR is amended. The standard MPO Agreement is Form No. 525-010-03 is available for download from the FDOT Procedural Document Library.

# 2.10 Appointment of Technical and Citizens' Advisory Committees

Florida Statute requires that each MPO appoint a Technical Advisory Committee (TAC) and a Citizens' Advisory Committee (CAC), the members of which shall serve at the pleasure of the MPO. The District shall assist the MPO, as requested in the appointment of a TAC and CAC. [s.339.175(6)(d) and (e), F.S.]

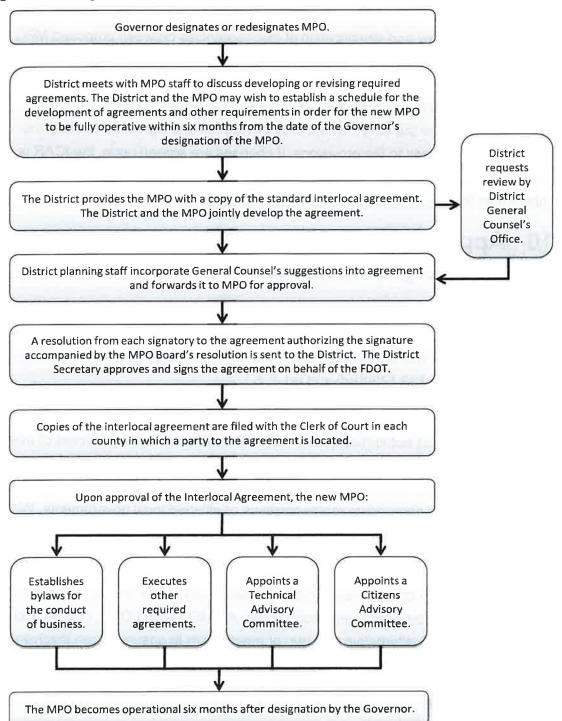
The TAC, when possible, must include planners, engineers, representatives of local aviation authorities, port authorities, public transit authorities or representatives of aviation departments, seaport departments, public transit departments of municipal or county governments, the school superintendent (or designee) of each county covered by the MPO, as well as other appropriate representatives of affected local governments. While not required by State law, Federal and State agency representatives, whose actions are transportation related, may also serve on the TAC. [s.339.175(6)(d), F.S.]

The CAC must reflect a broad cross-section of local residents. Minorities, the elderly, and the handicapped must be adequately represented. An MPO, with FDOT, FHWA, and FTA approval, may adopt an alternative program or mechanism to ensure citizen involvement in the transportation planning process. [s.339.175(6)(e), F.S.]

<u>Figure 2.3</u> provides an overview of the process to develop agreements and appoint the required committees.



Figure 2.3 Agreement Development Process





#### 2.11 References

This section provides a list of references/definitions from State law, including key procedures and forms, related to MPOs.

Table 2.2 References

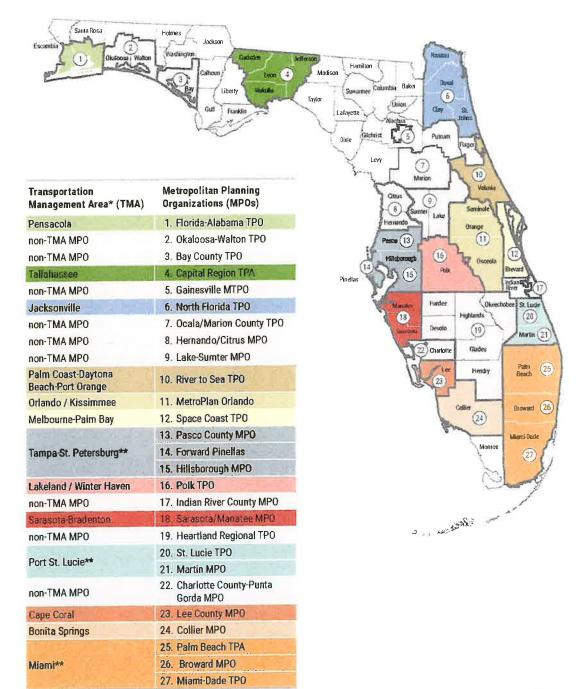
Reference	Description
Florida Constitution	
Article VIII of the Florida Constitution Section 6(e)	Provides for home rule and charter counties
Florida Statutes	
s.125.011(1), F.S.	Defines "county"
Section 163.01, F.S., The Florida Intergovernmental Cooperation Act of 1969	Provides for interlocal agreements
Section 339.175, F.S.	Florida's MPO Statute
FDOT Procedures	
Procedure No. 525-020-311	FHWA Urban Boundary and Federal Functional Classification, defines the procedures and responsibilities for designating urban boundaries and determining Federal functional classification designations for all public roads
(The language in the samples may be adjust District general counsel to address an individ	
Form No. 525-010-01	Interlocal Agreement for Creation of the MPO
Form No. 525-010-02	Metropolitan Planning Organization Agreement



#### FDOT MPO Program Management Handbook

Reference	Description
Procedure No. 725-000-005-j	Public Transportation Grant Agreement
Form No. 725-000-01	
Form No. 725-000-02	Public Transportation Grant Agreement Exhibits
Form No. 725-000-03	Amendment to the Public Transportation Grant Agreement
Form No. 725-000-04	Amendment for Extension of the Public Transportation Grant Agreement
Form No. 525-010-03	Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement

Figure 1.4 Florida MPO/TMA Areas



<sup>\*</sup> Urbanized population over 200,000

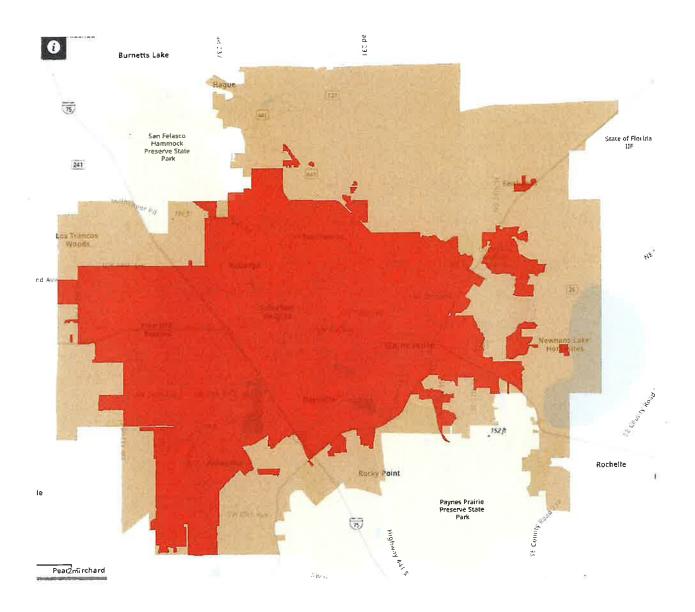




<sup>\*\*</sup> Tampa-St Petersburg, Port St. Lucie and Miami TMA's contain multiple MPOs.

#### **EXHIBIT 3**

#### 2020 Census Urban Area 2010 Gainesville Metropolitan Area



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#### **EXHIBIT 4**

## 2020 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Scenarios

#### Scenario 1 Metropolitan Statistical Areawide Metropolitan Planning Organization

This Metropolitan Planning Organization consist of the entirety of Alachua, Gilchrist and Levy Counties, including the unincorporated areas of each county and the municipalities of:

- Alachua, Archer, Gainesville, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo of Alachua County;
- Bell, Fanning Springs (part) and, Trenton of Gilchrist County; and
- Bronson, Cedar Key, Chiefland, Fanning Springs (part), Inglis, Otter Creek, Williston and Yankeetown of Levy County.

Voting Membership [Population Apportioned]

Jurisdiction/Agency	Voting Percentage		
Alachua County and its Municipalities	82		
Gilchrist County and its Municipalities	5		
Levy County and its Municipalities	13		
Total	100		

Non-Voting Membership

- Florida Department of Transportation; and
- University of Florida President or Designee.

#### Scenario 2 Alachua Countywide Metropolitan Planning Organization

This Metropolitan Planning Organization consist of the entirety of Alachua County, including the unincorporated area and the municipalities of Alachua, Archer, Gainesville, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo.

Voting Membership [Population Apportioned]

Jurisdiction/Agency	Voting Percentage		
Alachua County Unincorporated	39.1		
City of Alachua	3.8		
City of Archer	0.4		
City of Gainesville	50.7		
City of Hawthorne	0.5		
City of High Springs	2.2		
Town of La Crosse	0.1		
Town of Micanopy	0.2		
City of Newberry	2.7		
City of Waldo	0.3		
Total	100		

#### Non-Voting Membership

- Florida Department of Transportation; and
- University of Florida President or Designee.

## Scenario 3 Gainesville Metropolitan Areawide Metropolitan Planning Organization

This Metropolitan Planning Organization consists of the 2020 Census Gainesville Urban Area, 2020 Census Area Adjustments by the Florida Department of Transportation, Alachua County Urban Clusters, City of Gainesville and Gainesville Urban Reserve Area.

Voting Membership [Population Apportioned]

Jurisdiction/Agency	Voting Percentage		
Alachua County Urban Unincorporated	34		
City of Gainesville	66		
Total	100		

#### Non-Voting Membership

- Florida Department of Transportation; and
- University of Florida President or Designee; and
- Rural Advisor.

# 2020 Census Population Gainesville Metropolitan Statistical Area

		Percent	Percent	
	2020	County	MSA	
Jurisdiction	Population	Population	Population	
Alachua County	278,468	100.00%	82.08%	
Alachua	10,574	3.80%	3.12%	
Archer	1,140	0.41%	0.34%	
Gainesville	141,085	50.66%	41.59%	
Hawthorne	1,478	0.53%	0.44%	
High Springs	6,215	2.23%	1.83%	
La Crosse	316	0.11%	0.09%	
Micanopy	648	0.23%	0.19%	
Newberry	7,342	2.64%	2.16%	
Waldo	846	0.30%	0.25%	
Unincorporated	108,824	39.08%	32.08%	
Officerporated				
Gilchrist County	17,864	100.00%	5.27%	
Bell	518	2.90%	0.15%	
Fanning Springs (part)	478	2.68%	0.14%	
Trenton	2,015	11.28%	0.59%	
Unincorporated	14,853	83.14%	4.38%	
Levy County	42,915	100.00%	12.65%	
Bronson	1,140	2.66%	0.34%	
Cedar Key	687	1.60%	0.20%	
Chiefland	2,316	5.40%	0.68%	
Fanning Springs (part)	704	1.64%	0.21%	
Inglis	1,476	3.44%	0.44%	
Otter Creek	108	0.25%	0.03%	
Williston	2,976	6.93%	0.88%	
Yankeetown	588	1.37%	0.17%	
Unincorporated	32,920	76.71%	9.70%	
		METHODS WILL		
Gainesville Metropolitan Statistical Area (MSA)	339,247	:+:	100.00%	

Source - 2022 Population Estimates, University of Florida Bureau of Economic and Business Research



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

August 9, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Metropolitan Planning Organization Advisory Council Weekend Institute Report

#### STAFF RECOMMENDATION

Receive Report.

#### **BACKGROUND**

A member of the Metropolitan Transportation Planning Organization recently participated in a session of the Metropolitan Planning Organization Advisory Council Weekend Institute. He requested an opportunity to discuss his participation at the Weekend Institute. Attached is a copy of materials provided from the Weekend Institute (Exhibit 1). Also, attached is a summary (Exhibit 2) of the Weekend Institute prepared by the attending member. This item was deferred from the June 5, 2023 meeting.

Attachments



# OBJECTIVE Deepen your knowledge and understanding of transportation planning processes, as it relates to your role as a governing board member, in an interactive and open discussion format.

#### WHAT IS THE MPOAC?

#### Florida Metropolitan Planning Organization Advisory Council

- Statewide transportation planning and policy organization created by the Florida Legislature under Section 339.175(11), Florida Statutes.
- Augment the role of individual MPOs in the cooperative transportation planning process.
- Assist in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.



#### **SPEAKERS**



Ysela Llort



Frank Kalpakis

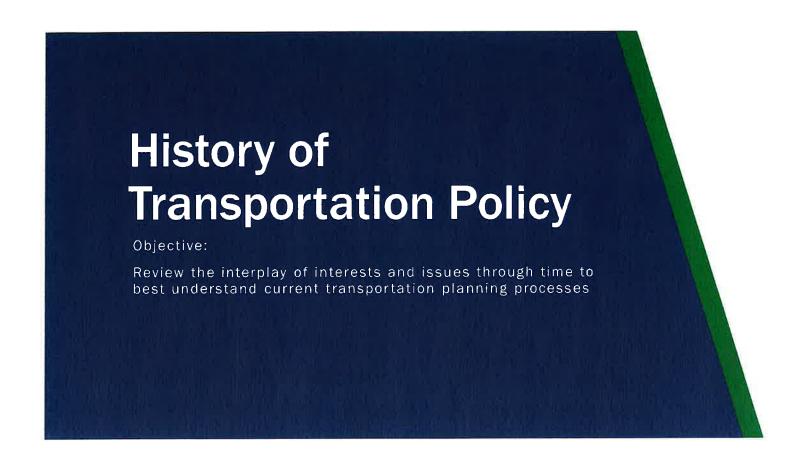


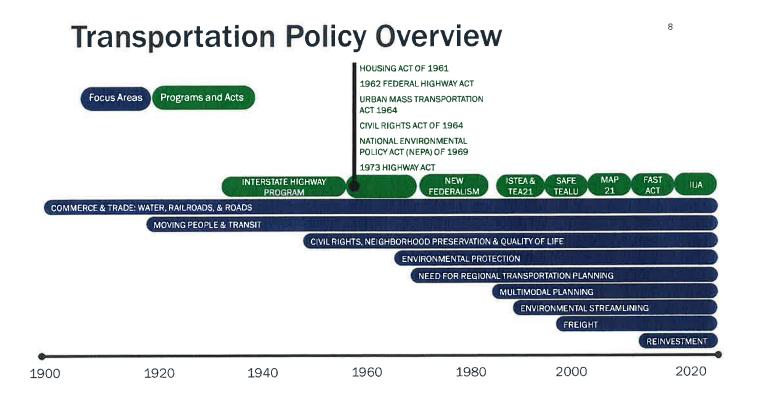
**Nicole Estevez** 



## **Agenda**

Time	Activity				
9:00 am - 12:00 pm	Training Session, Legends 1 Bailroom				
	History of Transportation Planning				
	MPO Authority and Responsibilities				
	Discussion & Questions				
12:00 pm - 1:00 pm	Break for lunch. Participants are responsible for their own lunch.				
1:00 pm - 5:00 pm	Training Session, Legends 1 Baliroom				
	<ul> <li>MPO Products and Processes</li> </ul>				
	MPO Funding Overview				
	Discussion & Questions				
	Wrap-up				





## 1800s Rail and Waterways

Railways and waterways were vital links for trade, commerce, and travel



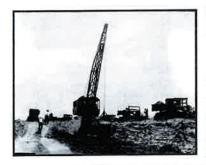


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10

# **Early 20th Century Transportation**

- · Creating better country roads for cars
- · Connecting farms to markets
- The federal government gave money to states







12

#### The Situation In Cities - 1900-1960

- Cities responsible for their own streets
- Essentially, no state or federal assistance
- First road problem identified was the rural road problem.
- Resulted in rural dominance in legislatures



1900 1920 1940 1960 1980 2000 2020

## **Early 20th Century Transit**

- Thriving privately owned and operated services
  - Within cities
  - · Between cities
- Government role
  - Granting franchises
  - · Regulating services



# Emergence of the Interstate Highways Program 1940s and 1950s

- 1940s focus:
  - Promote commerce and trade
- 1950s focus:
  - Provide for national defense
  - Promote commerce and trade
  - Promote economic activity and job creation
- 1956 41,000-mile system approved
  - Highway Trust Fund established



1900 1920 1940 1960 1980 2000 2020

## The Interstate Highways Program

Coordinated planning required for the first time

· Route choice was left to the states





## The Interstate Highways Program

- · Conflicts arise over Interstate plans
  - · Cities were bypassed
  - · Communities bulldozed, divided
- · Cities (and counties) sought a voice
  - Used existing regional advisory bodies, like Councils of Government
  - Regional bodies had no policy-making authority and were a venue for information sharing



	المسائلة بالمسائد					-
1900	1920	1940	1960	1980	2000	2020

16

## **Transit Enters the Federal Policy Picture**

- By mid-century, very few transit systems were financially successful due to the increase in automobile ownership and suburban living
- By the early 1960s, many cities took over transit services to preserve it as a travel option
- Cities turned to the federal government for help





#### **Emerging Federal Transportation Policy** The Early 1960s

- Transit was defined as an urban problem and cities sought help
- Federal and state transportation agencies were still focused on highways and were not equipped to support transit
- First federal support for transit comes in the Housing Act of 1961
  - Provided modest funding for capital investments
  - Supported metro-level planning



Miami-Dade County Metropolitan Transit Authority bus in 1964



# **Emerging Federal Transportation Policy**The Early 1960s

- 1962 Federal Highway Act established the '3 C' regional planning requirement for the transportation planning process to be:
  - Continuous
  - Comprehensive
  - Cooperative
- The '3 C' process still guides transportation planning today



## **Urban Mass Transportation Act of 1964**

- First mass transportation act providing \$375 million in capital assistance over three years
- Ushered in the modern era of financing public transit
- Beginning of the public transportation program managed and run today by what is now known as the Federal Transit Administration (FTA)



On July 9, 1964, President Lyndon B. Johnson signed the Urban Mass Transportation Act of 1964.

1900 1920 1940 1960 1980 2000 2020

# Civil Rights Act of 1964 (Title VI)

- · Civil rights reform
- Agencies were not considering the impacts of regional highways on communities
- Required that programs receiving federal assistance not discriminate based on "race, color, or national origin"



Half of Overtown's population was displaced to make way for interstate construction

#### **Growing Tension Over the Urban Interstate**

- Divergent priorities
- Urban communities pitted against highway projects

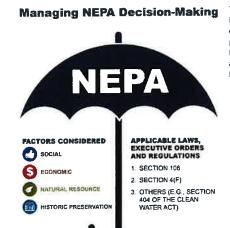


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#### **Environmental Protection Reform**

- National Environmental Policy Act (NEPA) of 1969
  - Mandated consideration of potential effects of transportation projects to natural, cultural, and community resources
  - Alternatives evaluation to avoid and minimize effects
  - · Determine a preferred alignment
- Several states, including the State of Florida, FDOT, have NEPA Assignment
  - Transfers approval authority over NEPA documents from federal to state transportation agency



The NEPA "umbrella" illustrates the factors considered in the NEPA process and applicable laws, executive orders, and regulations in the NEPA process.

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# New and Renewed Policy Priorities 1970s



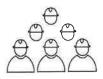
Energy conservation



Environmental preservation



Reducing pollution

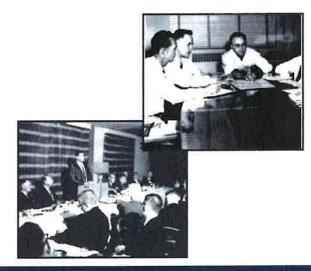


Job creation

1900 1920 1940 1960 1980 2000 2020

# The Origin of the MPO: Regional and Urban Focus

- Need for regional transportation planning recognized
- In the early 1970s, Congress decided a new form of government was needed for regional coordination and urban influence
  - Regional focus on connectivity
  - · Urban focus on congestion and mobility



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## The Creation of MPOs: 1973 Highway Act

- Mandated MPOs for urban areas of over 50,000 in population
- Required MPOs to approach transportation planning in a multi-modal manner
- Allocated Planning (PL) funds from the Highway Trust Fund to fund the planning activities of MPOs



View of the 36<sup>th</sup> Street Interchange (now known as SR 112) in Miami-Dade County, circa 1970

1900 1920 1940 1960 1980 2000 2020

#### 1980s: New Federalism

- · Reduced federal regulation
- Pushed programs down to the state and local governments
- Pressure to cut federal spending
- Transportation programs successfully defended
- Highway and transit legislation become unified
- Increased transit investments that change the landscape for mid-sized cities.



"In Miami, the \$1 billion subsidy helped build a system that serves less than 10,000 daily riders. That comes to \$100,000 per passenger. It would have been a lot cheaper to buy everyone a limousine."

Ronald Reagan referring to the Metrorail

# ISTEA: Intermodal Surface Transportation Efficiency Act of 1991

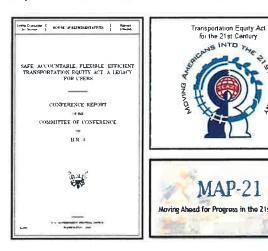
- Created more authority and responsibility for MPOs
- Greater flexibility in the spending of federal dollars by moving funds from one program to another
- Established more stringent guidelines six major elements for transportation planning process
- Encouraged decision making to consider relationship of transportation, environmental preservation and economic prosperity

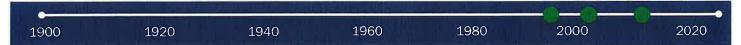


1900 1920 1940 1960 1980 2000 2020

# Reauthorization Since ISTEA: TEA-21, SAFETEA-LU, and MAP-21

- TEA-21 Preserved the enhanced role of MPOs established under ISTEA
- SAFETEA-LU Streamlined and reduced regulation of the planning process
- MAP-21 Introduced performance-based planning
  - Align transportation system performance with plan goals
  - Ensure investments improve performance and achieve plan objectives





#### FAST Act - 2015 Fixing America's Surface Transportation

- Continues performance-based planning and programming
- Created the National Highway Freight Program
- Transfers funds from General Fund to Highway Trust Fund





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#### Infrastructure Investment and Jobs Act 2021

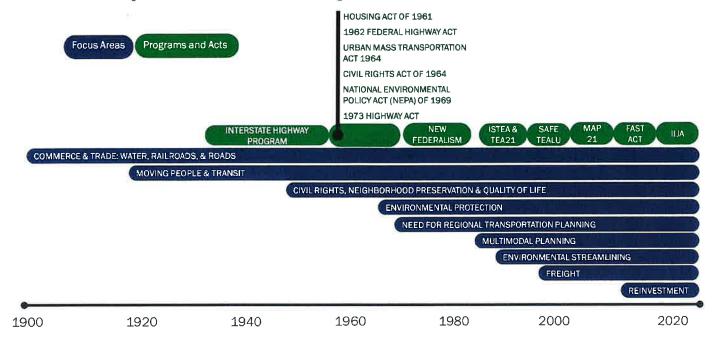
- Signed into law on November 15, 2021
- aka...Bipartisan Infrastructure Law (BIL or IIJA)
- Largest long-term investment in Nation's infrastructure and economy
- Provides \$550 billion in new federal investment in infrastructure (FY22–26)
- Continues 3C framework for making transportation investment decisions in metropolitan areas





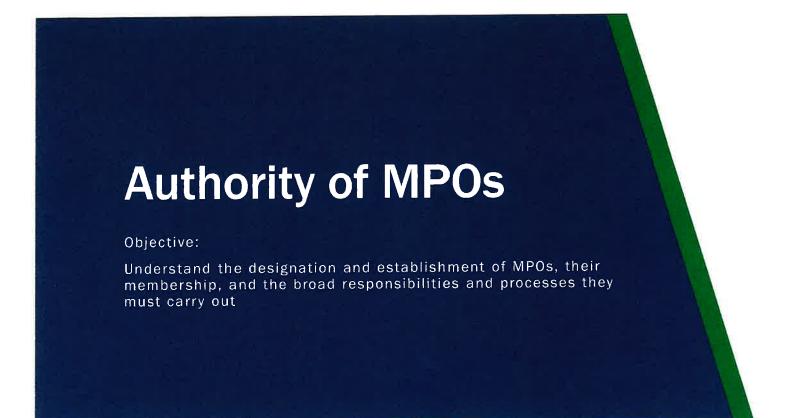






#### **Summary**

- Transportation interests and issues have evolved over time, resulting in a layered and complex transportation planning process.
- The 1960s and 1970s brought a lot of change with adopting six federal programs and acts.
   The 1973 Highway Act authorized the creation of MPOs.
- The 1980s ushered in a new mood in the nation to decentralize control and authority and to reduce federal intrusion into local decision-making resulting in a weakened transportation program and process.
- ISTEA reversed the trend of the 1980s deterioration with its renewed emphasis on the metropolitan transportation planning process.
- The Acts that have followed ISTEA continue to reinforce the 3Cs and introduce new focus areas in the transportation planning process.



#### **Topics**

Authority and responsibilities

Establishment of MPOs

Membership

Organizational requirements

Process requirements

## **Authority and Responsibility**

#### Federal: 23 USC 134

Contains most of the authority and responsibility of MPOs

#### State: Florida Statute 339.175

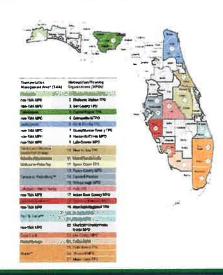
Additional references to MPOs appear throughout Florida Statutes

Local

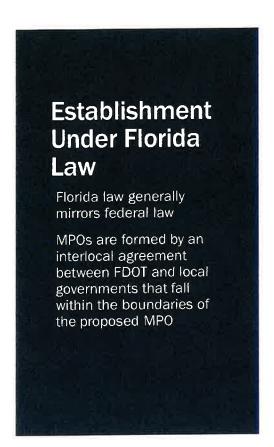
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#### **Establishment of MPOs Under Federal Law**

- Areas with 50,000+ population must have or be a part of at least one MPO/TPO
- Areas 200,000+ population are Transportation Management Areas (TMAs):
  - TMAs have more responsibility and independent authority.
  - They must:
  - Expand the MPO board membership
  - Include additional details in their plans and work program, like cost estimates
  - Develop a Congestion Management Process
- MPO/TPOs are designated by agreement of governor and local governments



MIAMI-DADE TPO GOVERNING BOARD TRAINING WORKSHOP



SEE S43 PRES D5

285-229
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Membership - Federal Law

Per 23 CFR § 450.310, the MPO Governing Board membership in TMA areas must include:

Local elected officials

Agencies operating major modes of transportation

Appropriate state officials

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#### Membership - Florida Law

- In general, there are different ways to organize the membership of an MPO per Florida law:
  - · 5 to 25 members
  - Voting members must be elected officials of general-purpose local governments
  - County commissioners shall compose at least one-third of the MPO governing board membership
  - Alternation of municipal representation permitted

- Area modal authorities <u>may</u> have voting membership
- MPOs contained entirely within a charter county of over 1 million population may reapportion under certain conditions per Florida Statutes 339.175(3)(c)

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# Additional Organizational Requirements – Federal and Florida Law

#### TRANSPORTATION ADVISORY COMMITTEE (TAC)

- Federally and state-mandated
- Advisory committee for the MPO Governing Board
- Responsible for the overall technical adequacy of the MPO's planning program and products

#### **MEMBERSHIP**

- Planners
- Engineers
- Modal agencies (local ports and public transit authorities/departments)
- School superintendent or designee of each county within the jurisdiction of the MPO
- Other appropriate representatives of affected local governments

# Additional Organizational Requirements – Federal and Florida Law

#### CITIZENS' ADVISORY COMMITTEE (CAC)

- Federally and state mandated
- Ensures that proposed transportation projects are responsive to community's perceived needs / goals
- Evaluates recommendations generated during the Long Range Transportation Plan (LRTP) development
- Serves as a public forum to raise issues pertinent to the planning process

#### **MEMBERSHIP**

- Appointed by the Governing Board
- Representatives must reflect a broad cross-section of local residents
- "Minorities, the elderly, and the handicapped must be adequately represented."
- Members serve at the pleasure of the Governing Board

а

#### **Broad Responsibility - Federal Law**

- Manage the '3 C' planning process: Continuing, Comprehensive, and Cooperative
- Provide a "forum for cooperative decision-making by officials of the affected governmental entities"
- Produce plans and programs that "give emphasis to facilities that serve important national, state, and regional transportation functions"
- Produce plans and programs consistent with approved local government comprehensive plans



#### **Process Requirements - Federal Law**

- Planning products and programs must consider:
  - · Civil rights
  - Environmental impacts and preservation
  - Consistency with adopted growth management and economic development plans
- Emerging focus areas include equity and sustainability
- Open, public, and inclusive process



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## **Process Requirements - Federal Law**

Plans and programs need to consider the following Planning Factors:

- 1. Economic Vitality
- 2. Safety
- 3. Security
- 4. Accessibility and mobility options
- Environment, energy conservation, quality of life, and consistency with other plans
- 6. Integration and connectivity of the transportation system
- Efficient management and operation of the system
- 8. Preservation of the system
- System resiliency and reliability; stormwater management
- 10. Enhance travel and tourism

# **Process Requirements - Florida Law**

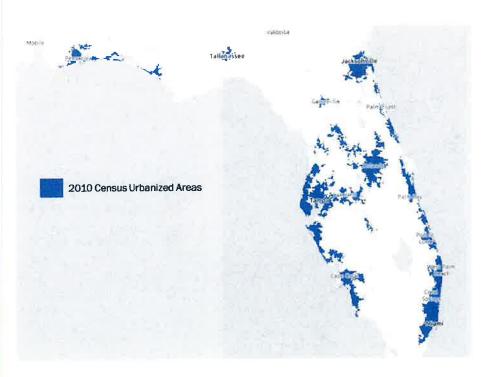
- Must participate in the planning and programming of multimodal and intermodal transportation facilities
- Must fulfill all requirements necessary to receive federal aid
- Must abide by state public records and sunshine law
  - Applies to any gathering of two or more members of the same board to discuss some matter which may foreseeably come before that board for action
  - o "reasonable" public notice is required for all meetings subject to the Sunshine Law



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# Urbanized Areas and MPO Boundaries

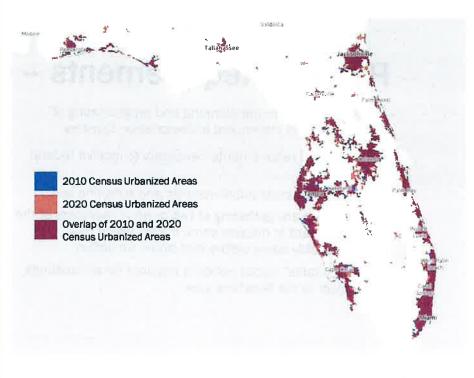
- The Census defines the boundaries of an Urbanized Area
- As urbanized areas grow together, economic synergies strengthen
- Some areas with more than one urbanized area and/or MPO are planning as "regions"



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#### Urbanized Areas and MPO Boundaries

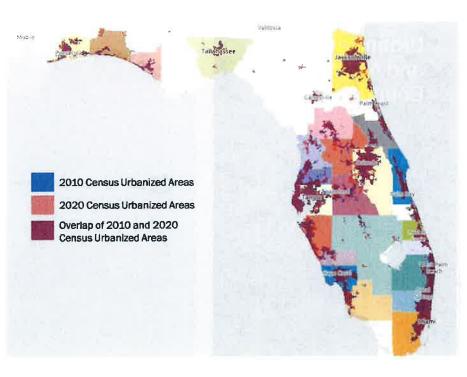
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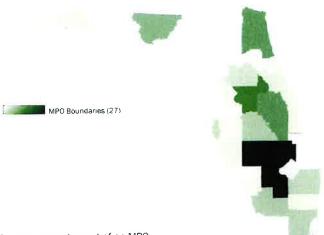
# Urbanized Areas and MPO Boundaries

- The Census defines the boundaries of an Urbanized Area
- As urbanized areas grow together, economic synergies strengthen
- Some areas with more than one urbanized area and/or MPO are planning as "regions"



## **MPO Configuration in Florida\***

- 27 designated MPOs
- 9 non-TMA MPOs (under 200K pop.)
- 18 TMA MPOs (over 200,000 pop.)
- 10 multi-county MPOs
- 16 hosted by an RPC, county or city



\*Based on 2010 Census information. The areas in Florida not shaded in green are not a part of an MPO.

**Regional Transportation Planning** 



#### **Statewide Coordination**

- Statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes
- Augments the role of individual MPOs in the cooperative transportation planning process
- Facilitates regional and statewide coordination



Florida Metropolitan Planning Organization Advisory Council

4

#### Partnership with FDOT

- FDOT's continuing 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.
- Florida Transportation Plan:
  - A statewide long range transportation plan
  - Goals and objectives to guide transportation planning & investment decisions
  - Guides FDOT and other transportation agencies' planning and policy-making decisions
- Mutually beneficial partnerships between MPOs, local FDOT District Offices, and the Central Office



# **Coordination and Representation at the State** and National Level

- Association of Metropolitan Planning Organizations (AMPO)
- National Association of Regional Councils (NARC)
- Mileage-Based User Fee Alliance (MBUFA)
- Floridians for Better Transportation (FBT)
- Florida Public Transportation Association (FPTA)
- Intelligent Transportation Society of Florida (ITS Florida)

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#### Summary

- MPOs are created through federal enabling legislation.
- The US Census defines Urbanized Area boundaries used to support MPO boundary designation.
- There are 27 MPOs in Florida, 18 of them are also within a TMA. TMAs have more authority and more responsibilities.
- MPOs are charged with carrying out a continuing, comprehensive and cooperative planning process at the local level, regionally, and statewide.

# Responsibilities of MPOs

#### Objective:

Understand the core responsibilities and products an MPO must meet to fulfill its obligations under federal and state legislation and to meet the transportation needs of the metropolitan area it serves

#### **Broad Responsibility of MPOs**

Continuing

Comprehensive

Cooperative

Produce plans and programs that "give emphasis to facilities that serve important national, state, and regional transportation functions"

Produce plans and programs consistent with approved local government comprehensive plans

Provide a "forum for cooperative decision-making by officials of the affected governmental entities"

#### **Core Federal Requirements**

Long Range Transportation Plan (LRTP) Transportation Improvement Program (TIP)

List of Program Priorities (LOPP)

Unified Planning Work Program (UPWP) Public Participation Plan (PPP) Congestion Management Process (CMP)

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## **Core Federal Requirement**

- Long Range Transportation Plan (LRTP)
  - Serves as a 20-year framework, at a minimum, for transportation projects, improvements, and plans
  - Updated at least every 5 years
  - Affordable based on reasonably expected financial resources
  - · Performance-based



#### **Core Federal Requirement**

- Transportation Improvement Program (TIP)
  - Covers a 5-year period as federally mandated to cover the fiscally constrained portion of the LRTP
  - Prioritizes and funds transportation improvement projects for federal, state, and local funding, including:
    - Roadway
    - Ports (Seaport and Airport)
    - Transit
    - Bridge
    - Bike and Pedestrian
  - Updated annually and amended as needed
  - Projects in the TIP are included in the Statewide Transportation Improvement Program (STIP) to receive federal transportation funds

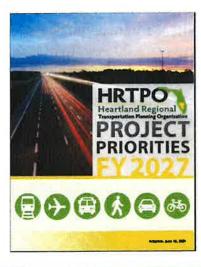




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#### **Core State Requirement**

- · List of Priority Projects (LOPP)
  - Each MPO is required to develop a LOPP in coordination with the FDOT District Planning staff
  - Due to the respective District by August 1 of each year, as required by FS Chapter 339.175 Section 8.b
  - The LOPP represents those projects that have not yet been programmed but are considered high priorities by the MPO to be implemented or advanced
  - Needs to be approved annually by the MPO Governing Board



#### **Core Federal Requirement**

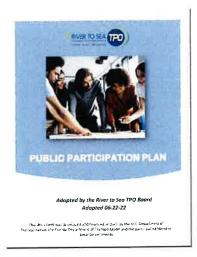
- Unified Planning Work Program (UPWP)
  - Required by regulation (not law)
  - Lists the work activities to be performed by TPO staff, like technical studies
  - Covers 2 years of planning activities



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#### **Core Federal Requirement**

- Public Participation Plan (PPP)
  - Documents MPO public involvement process and activities
  - Must coordinate with other planning agencies
  - Engage the public when developing the Plan



#### **Core Federal Requirement**

- Congestion Management Process (CMP)
  - Technical process that identifies congested portions of the transportation system
  - Emphasis on management and operational strategies for reducing congestion
  - Only MPOs within a TMA are required to produce a CMP



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#### Summary

- MPOs must produce:
  - LRTP that outlines transportation goals, objectives, and strategies for the metropolitan area for at least 20 years. The plan must be updated at least every five years.
  - TIP that lists the transportation projects that will be funded over the next four years.
  - LOPP that lists the priority projects for the to be implemented or advanced.

- UPWP that outlines the planning activities and tasks that will be undertaken over the next fiscal year.
- PPP that outlines how the public will be involved in the transportation planning process.
- CMP, if designated as a TMA, that provides for effective management and operation of the transportation system and identifies areas where improvements are most needed.

## Transportation Funding for MPOs

#### Objective:

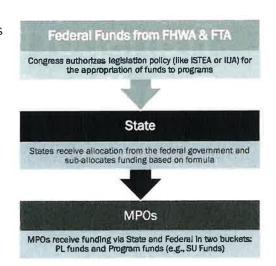
Understand where funding for MPO activities comes from, the different types of funding available, and how MPOs use their funding.

#### Overview

- MPOs are the custodian of the federal transportation planning process
- MPOs must:
  - Follow federal and state rules and regulations for many transportation programs
  - Lead a cooperative and continuing process with partner agencies
- MPOs make most transportation funding decisions, but FDOT is responsible for some funding decisions
- Funding for MPOs comes from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the state (FDOT)
- MPOs receive money to:
  - Develop core federal planning requirements
  - Fund priority projects as outlined in its plans

#### Flavor of Money

- Federal money is distributed to states, then to MPOs by:
  - · Discretionary Program
  - Formula
  - · Or by need
- · All federal funds have rules and criteria
  - · Distribution of the money
  - · Applicability of the money
  - · Coordination and decision rules
  - · Match requirements
- State funding is similarly structured to federal programs



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## **Two Buckets for Funding Decisions**

#### PLANNING DOLLARS (PL FUNDS)

- PL Funds can only be used to fund core federal requirements:
  - LRTP, TIP, PPP, and UPWP
  - Staff and other planning support
- Distributed by formula
  - Baseline allocation for all MPOs (\$350,000)
  - Additional monies allocated based on population

#### **FUNDING FOR PROJECTS**

- Includes all other funding sources (federal, state, tolls, and local sources) for the projects in the TIP, including:
  - Construction, ROW acquisition, design, planning
  - · Operations and maintenance
  - All related expenses to expand/maintain the transportation systems
- · Local Funds:
  - Transit Surtax
  - Road Impact Fee
  - Local Tolls
  - MPO Membership Dues

## Flavor of Money: State to MPOs

#### PLANNING DOLLARS (PL FUNDS) TO MPO

- The state receives an allocation from Federal Highway Administration:
  - In the fiscal year 2023/2024, the State of Florida is allocated: **\$28,417,382**
- FDOT then distributes funding based on an agreed-upon methodology. The current methodology includes:
  - Set-aside allocation for the MPOAC and membership dues to AMPO and NARC
  - Even base distribution to each MPO plus additional funding based on the proportion of the population.

- MPOAC receives: \$652,952
- · Each MPO receives:
  - An annual base apportionment of \$350,000
  - Additional funds proportionate to MPO Urbanized Area population v. Urbanized Area population in the state
- · MPOs that merge retain the base allocation
- One-time allocation for MPOs extending boundaries to include new UAs: \$350,000

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### **Observations on Funding**

It's complex and complicated

Large projects often require cobbling together many different funds

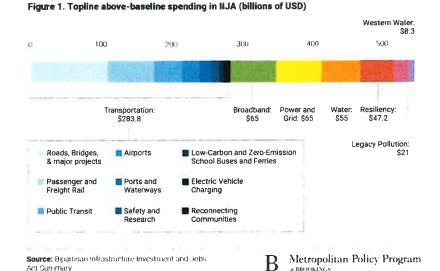
Partnerships are key

Staff is knowledgeable on funding opportunities Current bill (IIJA) has more resources and opportunities for grants than ever before

Grants are good, but consistent, repeatable funds are **GREAT** 

## Current Bill – Infrastructure Investment and Jobs Act (2021 - 2026)

- Over half of new spending on IIJA is transportationfocused
- Includes 13 existing and 21 new transportation-related, competitive grant programs totaling \$187 billion in potential funding
- Estimated to bring \$16.7 billion in transportation formula funds to Florida



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### **Summary**

- MPOs are the custodian of the federal transportation planning process. They must:
  - Follow federal and state rules and regulations for many transportation programs
  - · Lead a cooperative and continuing process with partner agencies
- MPOs receive money to:
  - Develop core federal planning requirements
  - Fund priority projects as outlined in its plans and coordinated locally
- Funding is complex and complicated and requires key partnerships. MPO staff is knowledgeable of requirements.
- Current bill (IIJA) has more resources and opportunities for grants than ever before



# The MPO and Board Members in the Big Picture

FINAL THOUGHTS

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#### Fundamental Roles of the MPO

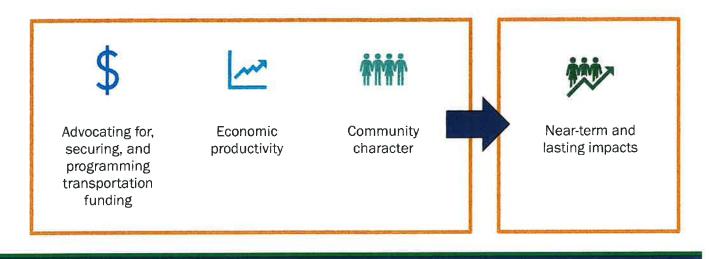
Make and convene planning and programming decisions

Ensure alignment with other agencies' plans and programs

Inform and educate the public about the transportation planning process

Understand and integrate community desires and challenges into the transportation planning process

## **Fundamental MPO Impact**



Roles for the Individual Board Member

Visionary

Educator

Innovator

## Congratulations on completing the MPOAC Weekend Institute!

#### Florida MPOAC Training

## EXHIBIT 2 Orlando, April 15, 2023

#### **Executive Summary**

**MPOAC** 

Florida Metropolitan Planning Organization Advisory Council

Urbanized area transportation process

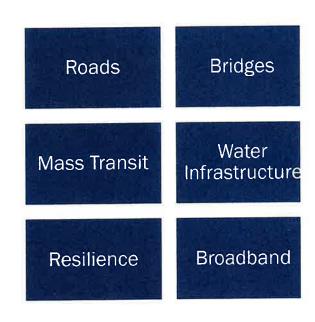
History

Travel

Background

1800's	Rail & Waterways primary transportation		
Early 20 <sup>th</sup> Century	Create better country roads	Feds provide monies to States	
<u> </u>	Connect farm to markets	Cities responsible for their streets	
1940's - 1950's	Emergence of Interstate Roads	First coordinated planning	
		States determine route choices	
		Cities bypassed / communities bulldozed	
1960's	Cities need assistance for urban transit	1961 - Housing Act – 1 <sup>st</sup> Fed support	
		Supports metro-level planning	
	C's-Continuous, Comprehensive, Cooperative	1962 – Fed Highway Act	
1970's	Regional transportation planning recognized	Regional focus – connectivity	
		Urban focus – congestion & mobility	
1973	Create mandated MPO's	For over 50k population	
13,0	Multi-modal transportation planning	Funds from Highway Trust Fund	
1991	MPO's more authority & guidelines	ISTEA: Intermodal Surface Transportation Efficiency	
1001	, ,	Act	
		Transportation Planning Process – 6 Major Elements	
2021	Long-term investment infrastructure &	Bipartisan Infrastructure Law	
	economy	FY 22-26 \$550B Fed investment	





#### MPO Authority & Responsibility

Federal State 23 USC 134 FSS 339.175 Contains most authority/responsibility of MPO's

- MPO / TPO Areas with 50k+ Must have or be part of an MPO
- Members of general purpose local governments & 5-25 members
- Required committees: Transportation Advisory Committee (TAC) for tech adequacy & Citizen's Advisory Committee (CAC) – community responsiveness & evaluate Long Range Transportation Plan (LRTP)
- …"emphasis to facilities that serve important national, state, and regional transportation function."
- Ensure consistency with local government comprehensive plans

- Must consider: civil rights, environment, consistency with adopted growth management & economic development plans
- Emerging trends to consider: equity & sustainability

## Process Requirements - Federal Law

Plans and programs need to consider the following Planning Factors:

- 1. Economic Vitality
- 2. Safety
- 3. Security
- 4. Accessibility and mobility options
- Environment, energy conservation, quality of life, and consistency with other plans
- 6. Integration and connectivity of the transportation system
- Efficient management and operation of the system
- 8. Preservation of the system
- System resiliency and reliability; stormwater management
- 10. Enhance travel and tourism

Florida MPO's

Census defines boundaries of an urbanized area.

27 MPO's in Florida.

Ours is 1 of 10 that are multi-county

MPOAC – Statewide policy organization, aguments MPO's, & facilitates regional & statewide coordination FDOT Partnership:

Mission: Safe transportation, mobility, economic prosperity, preserve environment, & communities. Statewide long range transportation planning

#### **Core Federal Requirements**

Long Range Transportation Plan (LRTP)

Transportation Improvement Program (TIP)

List of Program Priorities (LOPP)

Unified Planning Work Program (UPWP)

Public Participation Plan (PPP)

Congestion Management Process (CMP)

LRTP – 20 year framework – update at least every 5 years – affordable based on financial resources

TIP - Covers 5 year period - updated annually

Prioritizes projects for roadways, ports, transit, bridges, & bikes & pedestrian

LOPP - Due annually each August. Projects not funded but a high priority

UPWP - Work activities of TPO staff for 2 years at a time.

PPP – Document MPO process & activities (minutes), coordinate with other agencies, & engage the public

CMP – Identify congested areas, strategies to manage & operate.



#### 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	January 18	CANCELLED	February 6 at 3:00 p.m.
APRIL	March 15	March 16	April 3 at 3:00 p.m.
JUNE	May 17	May 18	June 5 at 5:00 p.m.
AUGUST	July 19	July 20	August 16 at 3:00 p.m. [Rescheduled]
OCTOBER	September 13	September 14	October 2 at 3:00 p.m.
DECEMBER	November 15	November 16	December 4 at 5:00 p.m.*

Note, unless otherwise scheduled:

- 1. Technical Advisory Committee meetings are conducted in the Room 5264 Regional Transit System Administration Building, 34 SE 13th Road, Gainesville, Florida;
- 2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida; and
- 3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida 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

<sup>\*</sup>December 4, 2023 meeting will commence at 5:00 p.m. at the earliest following conclusion of the Joint Alachua County-City of Gainesville Meeting.



Use the QR Reader App on your smart phone to visit our website!

## Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653