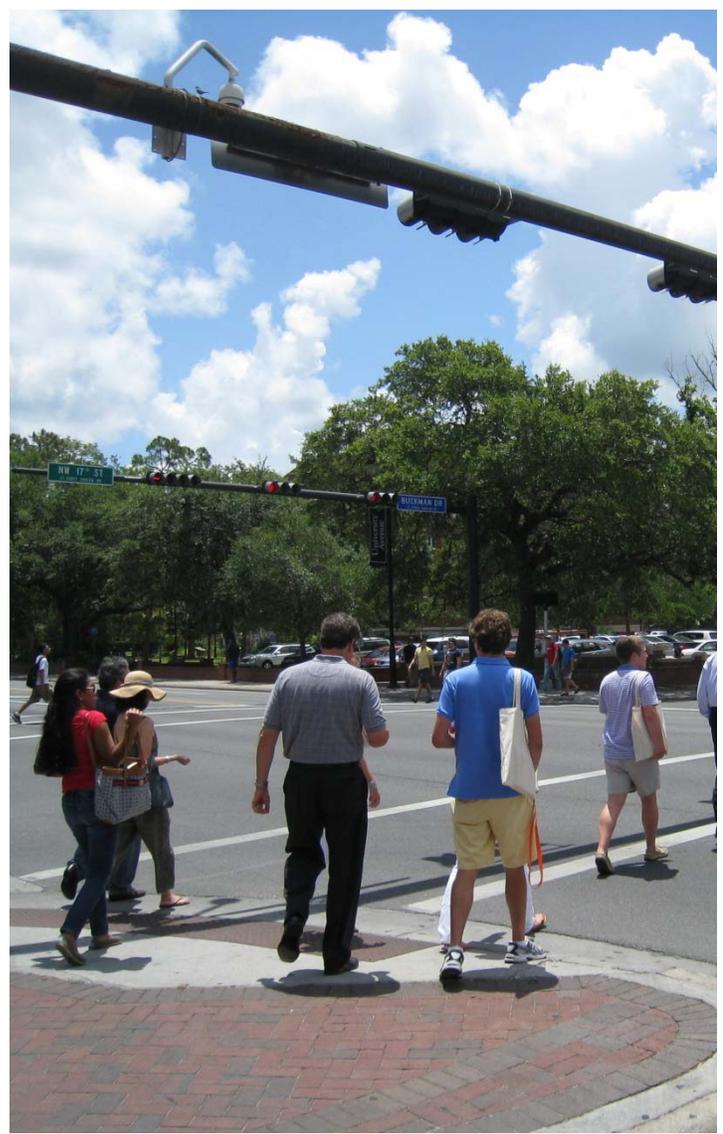


# Meeting Packet February 6, 2023 3:00 p.m.



Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area





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

January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Mary Alford, Chair

SUBJECT: **Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **February 6, 2023 at 3:00 p.m.** This meeting will be held in the **John R. "Jack" Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

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

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

John R. "Jack" Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida

3:00 p.m.  
February 6, 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 #79      **II. Transportation Improvement Program Amendment -  
Federal Transit Administration Section 5310 -  
Operating Small Urban Grant - City of Gainesville  
Regional Transit System Operating for Fixed Route (452499-1)**

**APPROVE JOINT  
RECOMMENDATION**

The Florida Department of Transportation has requested the Metropolitan Transportation Planning Organization to amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program Amendment to add this project in Fiscal year 2022-23 in order for these funds to be expended by the City of Gainesville.

Page #87      **III. Performance Measures and Targets - Bridge and  
Pavement (Performance Measure 2) and  
System Performance (Performance Measure 3)**

**APPROVE JOINT  
RECOMMENDATION**

The Florida Department of Transportation has set updates to its Bridge and Pavement (Performance Measure 2) and System Performance (Performance Measure 3) targets. Previously, the Metropolitan Transportation Planning Organization has set its Bridge and Pavement (Performance Measure 2) and System Performance (Performance Measure 3) targets consistent with those of the Florida Department of Transportation for National Highway System facilities within the Gainesville Metropolitan Area. In addition, the Transportation Improvement Program needs to be administratively modified to include the updated targets.

**IV. Carbon Reduction Strategy**

**RECEIVE PRESENTATION**

The Florida Department of Transportation will make a presentation on the new carbon reduction strategy requirements for long-range transportation plan updates.

**V. Passenger Rail Update**

**FOR INFORMATION ONLY**

The Florida Department of Transportation has posted its draft Rail System Plan Update for review and comment.

**VI. Next Meeting**

**NO ACTION REQUIRED**

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

**VII. Comments**

- A. Florida Department of Transportation Report\*
- B. Public Comment\*

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

- C. Metropolitan Transportation Planning Organization Members\*
- D. Chair's Report\*

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

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



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**CONSENT 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.  
February 6, 2023**

**STAFF RECOMMENDATION**

- Page #7 CA. 1 Minutes - December 12, 2022 APPROVE MINUTES**  
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #15 CA. 2 Continuity of Operations Plan APPROVE STAFF RECOMMENDATION**  
This plan is reviewed each year and revisions are made as needed.
- Page #17 CA. 3 Certification - Metropolitan Transportation Planning Process - Kickoff FOR INFORMATION ONLY**  
Each year, the Metropolitan Transportation Planning Organization and the Florida Department of Transportation are required by federal law and regulation to jointly certify the transportation planning process.
- Page #21 CA. 4 2020 Census Qualifying Urban Areas and Final Criteria Clarifications FOR INFORMATION ONLY**  
In the December 29, 2022 Federal Register, the U.S. Census Bureau published its 2020 Census Urban Area populations. The Gainesville Urban Area is the only Census-defined urban area within Alachua County.
- Page #35 CA. 5 Florida Department of Transportation Tentative Five-Year Work Program - Florida Department of Transportation Response to Metropolitan Transportation Planning Organization Comments FOR INFORMATION ONLY**  
The Florida Department of Transportation has provided a response to the Metropolitan Transportation Planning Organization comments on the draft Tentative Work Program.

**Page #39**      **CA. 6 Median Modifications -**      **FOR INFORMATION ONLY**  
**State Road 222 (NW 39th Avenue) at**  
**U.S. Highway 441/State Road 25 (NW 13th Street)**

The Florida Department of Transportation has advertised a public meeting for this intersection modification project.

**Page #43**      **CA. 7 City of Gainesville Corridor Walks**      **FOR INFORMATION ONLY**

The City of Gainesville conducted a three-day field study Corridor Walks as part of a University Avenue and West 13th Street project, development and environment study.

**Page #59**      **CA. 8 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 #69**      **CA. 9 Florida Metropolitan Planning Organization**      **FOR INFORMATION ONLY**  
**Advisory Council - 2023 Weekend Institute Update**

The Florida Metropolitan Planning Organization Advisory Council will be conducting its Weekend Institute in April 2023 and May 2023.

**Page #71**      **CA. 10 Transportation Disadvantaged Program -**      **FOR INFORMATION ONLY**  
**Status Report**

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

***Consent***

***Agenda***

***Enclosures***



MINUTES  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium  
Gainesville, Florida

December 12, 2022  
5:00 p.m.

MEMBERS PRESENT  
IN PERSON

Mary Alford  
David Arreola  
Brian Austin/Greg Evans  
Ken Cornell  
Charles Chestnut IV  
Adrian Hayes-Santos, Chair  
Cynthia Moore Chestnut  
Lauren Poe  
Anna Prizzia  
Harvey Ward  
Marihelen Wheeler

MEMBERS ABSENT

Desmon Duncan-Walker  
Reina Saco

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons  
Michael Escalante

MEMBERS PRESENT  
VIA COMMUNICATIONS  
MEDIA TECHNOLOGY

Gloria James

CALL TO ORDER - December 12, 2022

Chair Adrian Hayes-Santos called the meeting to order at 5:00 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

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

II. FLORIDA DEPARTMENT OF TRANSPORTATION - TENTATIVE FIVE-YEAR WORK PROGRAM 2023-24 TO 2027-28

Scott Koons, Executive Director, stated that the Metropolitan Transportation Planning Organization received the draft Tentative Work Program on December 1, 2022. Brian Austin, Florida Department of Transportation District 2, Transportation Planner, made a presentation concerning the Tentative Work Program and answered questions.

Mr. Austin reviewed major projects within Alachua County. He noted that Metropolitan Transportation Planning Organization comments on the draft Tentative Five-Year Work Program 2023-24 to 2027-28 are due to the Florida Department of Transportation by January 10, 2023.

A member asked whether there would be maintenance of fishing capability for the State Road 26 at Hatchet Creek Bridge Repair Project [2077612].

Mr. Austin stated that he would find report back to the Metropolitan Transportation Planning Organization concerning maintenance of fishing capability at Hatchet Creek Bridge. He continued review of the major projects within Alachua County.

Chair Hayes-Santos asked about advancing the State Road 26 (West University Avenue) Lighting Project [2076583].

Linda Dixon, University of Florida, Planning Director, spoke in support of the advancement of the State Road 26 (West University Avenue) Lighting Project [2076583]. She also discussed:

- Florida Department of Transportation comments on the U.S. Highway 441/State Road 25 (SW 13th Street) at State Road 24 (Archer Road) Traffic Signal Update Project [4358911]; and
- Federal Transportation Alternative Program applications for multi-use paths on State Road 26 (West University Avenue) and U.S. Highway 441/State Road 25 (SW 13th Street).

Margaret and William Howell discussed their concerns with the roadway conditions along NW 23rd Avenue.

Chris Dawson, Alachua County Transportation Planning Manager, discussed the NW 23rd Avenue reconstruction project, including offstreet bicycle/pedestrian paths to be undertaken by the County. He noted that NW 83rd Street modifications are not part of this project. He also stated that bus pullouts were not feasible along the NW 23rd Avenue corridor.

**MOTION: Commissioner Arreola moved to authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary requesting that the Florida Department of Transportation advance the State Road 26 (West University Avenue) Lighting Project [2076583]. Commissioner Prizzia seconded.**

**FRIENDLY AMENDMENT:**

**Commissioner Arreola requested outreach to student groups and community advisory boards informing them that the Metropolitan Transportation Planning Organization is requesting that Florida Department of Transportation advance the State Road 26 (West University Avenue) Lighting Project [2076583]. Commissioner Prizzia accepted the amendment.**

Chair Hayes-Santos asked if the motion included the staff recommendation.

**FRIENDLY AMENDMENT:**

**Commissioner Arreola and Commissioner Prizzia concurred that the motion included the staff comment recommendations.**

**MOTION AS AMENDED:**

**Commissioner Arreola moved to authorize the Chair to send a letter to:**

- 1. Student groups and community advisory boards informing them that the Metropolitan Transportation Planning Organization is requesting that Florida Department of Transportation advance the State Road 26 (West University Avenue) Lighting Project [2076583];**
- 2. The Florida Department of Transportation District 2 Secretary requesting that the Florida Department of Transportation:**
  - A. Advance the State Road 26 (West University Avenue) Lighting Project [2076583];**
  - B. Consider funding the following projects in the Tentative Work Program and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:**
    - 1) Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;**
    - 2) Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;**
    - 3) Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations;**
    - 4) Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Continuous Left Turnlane installation from NW 16th Avenue to U.S. 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds;**
    - 5) Priority 5 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Removal of Sliplanes; and**
    - 6) Priority 6 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Traffic Signal Update Project [4358911] consideration of the removal of the sliplanes in scoping and design of the traffic signal update once it is back in the Five-Year Work Program period.**

**Commissioner Prizzia seconded, motion passed unanimously.**

**III. ELECTION OF OFFICERS**

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

**MOTION: Commissioner Charles Chestnut IV moved to elect Commissioner Alford as Chair, Commissioner Moore Chestnut as Vice-Chair and Commissioner Wheeler as Secretary/Treasurer. Commissioner Cornell seconded; motion passed unanimously.**

**IV. AUDIT REVIEW COMMITTEE**

Mr. Koons requested that the Metropolitan Transportation Planning Organization appoint two members to an Audit Review Committee. He noted that traditionally the Metropolitan Transportation Planning Organization Secretary/Treasurer serves as chair of this committee.

**MOTION: Commissioner Moore Chestnut moved to appoint Commissioner Wheeler and Commissioner-Elect Willits to the Audit Review Committee and to have Commissioner Wheeler serve as Committee Chair. Commissioner Ward seconded; motion passed 9 to 1.**

XI. FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Mr. Koons requested that the Metropolitan Transportation Planning Organization appoint a voting representative and two alternate representatives to the Metropolitan Planning Organization Advisory Council for 2023. He noted that currently Commissioner Saco serves as the voting representative and Commissioner Wheeler and Commissioner Duncan-Walker serve as the alternate representatives.

**MOTION: Commissioner Prizzia moved to appoint Commissioner Alford as the voting representative and Commissioner-Elect Eastman as the primary alternate and Commissioner Duncan-Walker as the secondary alternate representatives to the Florida Metropolitan Planning Organization Advisory Council. Commissioner Wheeler seconded; motion passed unanimously.**

IV. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons stated that its next scheduled meeting is February 27, 2023 at 3:00 p.m.

A member requested that the 2023 Metropolitan Transportation Planning Organization meeting schedule be revised to not schedule meetings on second or fourth Mondays of a month.

**MOTION: Commissioner Prizzia moved to request staff to look into revising the 2023 Metropolitan Transportation Planning Organization meeting schedule to first or third Mondays of a month. Commissioner Ward seconded; motion passed unanimously.**

VII. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

There was no report.

B. PUBLIC

Harrison Scoville, Regional Transit System Advisory Board Chair, discussed transit driver shortage concerns and supported Commissioner Wheeler's proposal to have transit driver testing available for persons with limited English proficiency.

C. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member discussed the hiring of persons with limited English proficiency and the provision of assistance for the written test to address the transit and school bus driver shortage.

A member discussed the status of the Eastside Gainesville Sports Complex and traffic calming on State Road 24 (Waldo Road).

**MOTION: Commissioner Moore Chestnut moved to request a letter be sent by the Chair to State Representative Yvonne Hayes-Hinson to intervene with the Florida Department of Transportation concerning traffic calming on State Road 24 (Waldo Road). Commissioner Wheeler seconded; motion passed unanimously.**

A member discussed safety concerns in the NW 16th Avenue and NW 34th Street corridors and the NW 16th Avenue midblock pedestrian crossing.

A member stated that upgrading to a pedestrian-actuated signal crossing is being evaluated.

A member discussed Federal Transit Administration 5311 funding availability for transit needs outside the Regional Transit System fixed route service area.

Chair Hayes-Santos noted that the Federal Transit Administration 5311 funding is local match dependent.

Jesus Gomez, Regional Transit System Director, discussed Federal Transit Administration 5311 funded service and answered questions. He noted that this funding requires a local match. He also discussed the driver shortage and testing requirements. He noted that the drivers need basic English proficiency. He said that the testing is in English.

A member discussed immigrant inclusion in the workforce.

#### D. CHAIR'S REPORT

Mr. Koons noted that this was the last meeting for Mayor Poe, Commissioner Arreola and Commissioner Hayes-Santos. He also presented a plaque to Chair Hayes-Santos for his service as Chair of the Metropolitan Transportation Planning Organization for 2022.

A member noted accomplishments of the departing members.

ADJOURNMENT - The meeting was adjourned at 5:43 p.m.

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Date

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Marihelen Wheeler, Secretary/Treasurer

**EXHIBIT A**

**Interested Citizens**

Margaret Howell  
William Howell  
Harrison Scoville

**Alachua County**

Corbin Hanson\*  
Alan Yeatter  
Chris Dawson

**City of Gainesville**

Cynthia Curry\*  
Jesus Gomez  
Deborah Leistner\*

**Florida Department  
of Transportation**

Brian Austin  
James Driggers

\* Via communications media technology  
# Provided written comments

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

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

3:00 p.m.  
October 24, 2022

**STAFF RECOMMENDATION**

- Page #7 CA. 1 Minutes - October 24, 2022 **APPROVE MINUTES**  
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #13 CA. 2 Safety Performance Measures and Targets **APPROVE STAFF RECOMMENDATION**  
The Metropolitan Transportation Planning Organization needs to set safety performance measures and targets.
- Page #17 CA. 3 Citizens Advisory Committee - **REAPPOINT MS. BULLOCK**  
Nelle Bullock has reapplied for appointment to the Citizens Advisory Committee.
- Page #21 CA. 4 Passenger Rail Update - **FOR INFORMATION ONLY**  
At its October 24, 2022 meeting, the Metropolitan Transportation Planning Organization requested information concerning a passenger rail demand study.
- Page #45 CA. 5 Florida Metropolitan Planning Organization Advisory Council - 2023 Weekend Institute **FOR INFORMATION ONLY**  
The Florida Metropolitan Planning Organization Advisory Council will be scheduling its 2023 Weekend Institute.
- Page #47 CA. 6 Transportation Disadvantaged Program - Resolution of Appreciation **APPROVE RESOLUTION OF APPRECIATION**  
Jeffrey Aboumrad served as the Central Florida Community Action Agency representative since August 2014.
- Page #51 CA. 7 Transportation Disadvantaged Program - Status Report **FOR INFORMATION ONLY**  
The Metropolitan Transportation Planning Organization has requested regular status reports concerning this program.





**CA.2**

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

January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Continuity of Operations Plan

STAFF RECOMMENDATION

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

BACKGROUND

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

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

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

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

Attachment

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January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: 2023 Joint Certification of the Metropolitan Transportation Planning Process Kickoff

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

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

The Florida Department of Transportation has informed the Metropolitan Transportation Planning Organization of the initiation of the 2023 Joint Certification of the Metropolitan Transportation Planning Process (Exhibit 1).

Attachment



EXHIBIT 1



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

2198 Edison Avenue MS 2806  
Jacksonville, FL 32204-2730

JARED W. PERDUE, P.E.  
SECRETARY

January 10, 2023

Mr. Scott Koons, AICP  
Executive Director  
Gainesville MTPO  
2009 NW 67th Place  
Gainesville, FL 32656

**SUBJECT: 2023 Joint Certification Kick-off**

Dear Mr. Koons:

Every year the District and TPO must undertake a Standard Joint Certification Review. Instructions on how to complete the certification are available in the Department's Metropolitan Planning Organization Program Management Handbook Chapter 7.

Part 1 of the Joint Certification Package is provided as an attachment and is to be completed by the TPO. Please provide a draft of the responses to the District by February 15th. We will be scheduling a meeting with the TPO for March to review and discuss the responses provided.

Part 2 of the Joint Certification Review will be completed by the District. We will schedule an additional meeting for April to complete a financial review of invoicing, and back up documentation review. This will assist us in scoring a Risk Assessment as part of the Certification process.

Finally, the District will issue recommendations and/or actions (if required), and a final certification statement once all has been completed. Please commence with Part 1 of the Joint Certification Package, and do not hesitate to reach out with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Brian Austin". The signature is written in a cursive, slightly slanted style.

Brian Austin  
Transportation Planner  
FDOT District Two  
(904) 360-5664

CC: James M. Knight, P.E., Urban Planning and Modal Administrator  
Victoria Kutney, Planning Specialist IV





January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons AICP, Executive Director   
SUBJECT: 2020 Census Qualifying Urban Areas and Final Criteria Clarifications

STAFF RECOMMENDATION

**FOR INFORMATION ONLY**

BACKGROUND:

In the December 29, 2022 Federal Register, the U.S. Census Bureau published its 2020 Census Urban Area populations. Exhibit 1 is an excerpt of the December 29, 2022 Federal Register showing the urban area summary text and the Gainesville Urban Area page of the urban area listings and the text for Final Criteria Clarifications. Exhibit 2 shows the 2020 Census Urban Area populations and housing units for the State of Florida. Exhibit 3 is an urban area map that the Census Bureau recently released.

The Gainesville Urban Area is the only Census-defined urban area within Alachua County. The 2020 Census Gainesville Urban Area population is 213,748.

On February 1, 2023, a discussion is tentatively scheduled to be held at the statewide Florida Metropolitan Planning Partnership meeting concerning:

- 2020 Census Urban Areas;
- Metropolitan planning organization apportionment; and
- Metropolitan planning area boundary maps.

The Florida Metropolitan Planning Partnership consists of staffs from:

- Federal Highway Administration Florida Division;
- Florida Department of Transportation Central Office and all eight Districts; and
- All 27 Florida metropolitan planning organizations.

Staff will report any new updates at the February 6, 2023 Metropolitan Transportation Planning Organization meeting.

Attachments

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(b) to recommend Maximum Residue Limits (MRLs) for veterinary drugs;

(c) to develop codes of practice as may be required; and,

(d) to consider methods of sampling and analysis for the determination of veterinary drug residues in foods.

A veterinary drug is defined as any substance applied or administered to any food producing animal, such as meat or milk producing animals, poultry, fish, or bees, whether used for therapeutic, prophylactic or diagnostic purposes, or for modification of physiological functions or behavior.

A Codex Maximum Residue Limit (MRL) for residues of veterinary drugs is the maximum concentration of residue resulting from the use of a veterinary drug (expressed in mg/kg or ug/kg on a fresh weight basis) that is recommended by the Codex Alimentarius Commission to be permitted or recognized as acceptable in or on a food. Residues of a veterinary drug include the parent compounds or their metabolites in any edible portion of the animal product and include residues of associated impurities of the veterinary drug concerned. An MRL is based on the type and amount of residue considered to be without any toxicological hazard for human health as expressed by the Acceptable Daily Intake (ADI) or on the basis of a temporary ADI that utilizes an additional safety factor. When establishing an MRL, consideration is also given to residues that occur in food of plant origin or the environment. Furthermore, the MRL may be reduced to be consistent with official recommended or authorized usage, approved by national authorities, of the veterinary drugs under practical conditions.

An ADI is an estimate made by the Joint FAO/WHO Expert Committee on Food Additives (JECFA) of the amount of a veterinary drug, expressed on a body weight basis, which can be ingested daily in food over a lifetime without appreciable health risk.

The CCRVDF is hosted by the United States of America, and the meeting is attended by the United States as a member country of the Codex Alimentarius.

**Issues to Be Discussed at the Public Meeting**

The following items on the Agenda for the 26th Session of the CCRVDF will be discussed during the public meeting:

- Matters referred by CAC and other subsidiary bodies
- Matters of interest arising from FAO/WHO including JECFA

- Matters of interest arising from the Joint FAO/International Atomic Energy Agency (IAEA) Centre
- Matters of interest arising from the World Organisation for Animal Health (WOAH, formerly OIE), including the Veterinary International Conference on Harmonization (VICH)
- MRLs for veterinary drugs in foods
  - MRLs for Ivermectin (sheep, pigs and goats—fat, kidney, liver and muscle)
  - MRLs for Ivermectin (pigs, sheep and goats) and Nicarbazin (chicken)
- Extrapolation of MRLs for veterinary drugs in foods
  - Extrapolated MRLs for different combinations of compounds/ commodities
  - Approach for the extrapolation of MRLs for residues of veterinary drugs for offal tissues
- Criteria or requirements for the establishment of action levels for unintended or unavoidable carryover from feed to food of animal origin
- Coordination of work between the Codex Committee on Pesticide Residues (CCPR) and CCRVDF
  - Matters of interest arising from the Joint CCPR/CCRVDF Working Group
  - Work in parallel on issues pertaining to harmonization of edible offal (i.e. Classification of Food and Feed (CXA 4–1989) and Food descriptors—Coordination between JECFA/JMPR)
- Priority list of veterinary drugs for evaluation or re-evaluation by JECFA
- Other business and future work

**Public Meeting**

At the public meeting on January 19, 2023, draft U.S. positions on the agenda items will be described and discussed, and attendees will have the opportunity to pose questions and offer comments. Written comments may be offered at the meeting or sent to Dr. Jonathan Greene, U.S. Delegate for the 26th Session of the CCRVDF (see ADDRESSES). Written comments should state that they relate to activities of the 26th Session of the CCRVDF.

**Additional Public Notification**

Public awareness of all segments of rulemaking and policy development is important. Consequently, the U.S. Codex Office will announce this **Federal Register** publication on-line through the USDA Codex web page located at: <http://www.usda.gov/codex>, a link that also offers an email subscription service providing access to information related

to Codex. Customers can add or delete their subscriptions themselves and have the option to password protect their accounts.

**USDA Non-Discrimination Statement**

No agency, officer, or employee of the USDA shall, on the grounds of race, color, national origin, religion, sex, gender identity, sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, or political beliefs, exclude from participation in, deny the benefits of, or subject to discrimination any person in the United States under any program or activity conducted by the USDA.

**How To File a Complaint of Discrimination**

To file a complaint of discrimination, complete the USDA Program Discrimination Complaint Form, which may be accessed online at <https://www.usda.gov/oascr/filing-program-discrimination-complaint-usda-customer>, or write a letter signed by you or your authorized representative. Send your completed complaint form or letter to USDA by mail, fax, or email. Mail: U.S. Department of Agriculture, Director, Office of Adjudication, 1400 Independence Avenue SW, Washington, DC 20250–9410; Fax: (202) 690–7442; Email: [program.intake@usda.gov](mailto:program.intake@usda.gov). Persons with disabilities who require alternative means for communication (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720–2600 (voice and TDD).

Done at Washington, DC, on December 23, 2022.

Mary Frances Lowe,

U.S. Manager for Codex Alimentarius.

[FR Doc. 2022–28339 Filed 12–28–22; 8:45 am]

BILLING CODE P

**DEPARTMENT OF COMMERCE**

**Census Bureau**

[Docket Number: 221130–0255]

RIN 0607–XC067

**2020 Census Qualifying Urban Areas and Final Criteria Clarifications**

**AGENCY:** Census Bureau, Department of Commerce.

**ACTION:** Notice, technical clarifications.

**SUMMARY:** The Bureau of the Census (Census Bureau) delineates urban areas after each decennial census for the purpose of tabulating and presenting data for the urban and rural population and housing within the United States,

Puerto Rico, and the Island Areas. The Census Bureau delineated the 2020 urban areas based on 2020 Census of Population and Housing counts and density calculations. The Census Bureau's delineation of 2020 urban areas also accounted for non-residential urban land uses, such as commercial, industrial, transportation, and open space that are part of the urban landscape as outlined in the urban area criteria published in the **Federal Register** on March 24, 2022. This Notice provides the list of areas that qualified as urban based on the results of the 2020 Census for the United States, Puerto Rico, and the Island Areas. The designation of "rural" encompasses any population, housing, and territory not included in an urban area. Publication of this Notice constitutes the Census Bureau's official announcement of the list of qualifying urban areas for reference by all data users. 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. The clarifications make the criteria easier to understand and interpret consistently and are in accordance with the Census Bureau's concept and delineation of urban areas for the 2020 Census.

**FOR FURTHER INFORMATION CONTACT:** Vincent Osier, Geography Division, U.S. Census Bureau, via email at [geo.urban@](mailto:geo.urban@)

[census.gov](https://www.census.gov) or telephone at 301-763-1128.

**SUPPLEMENTARY INFORMATION:** The Census Bureau defines urban areas using an objective and nationally consistent approach designed to meet the analysis needs of a broad range of users interested in the definition of, and data for, urban and rural communities for statistical purposes. The Census Bureau recognizes that some federal and state agencies use this urban-rural classification for allocating program funds, setting program standards, and implementing aspects of their various programs. The agencies that use the classification and data for such non-statistical purposes should be aware that these clarifications to the urban area criteria may affect the implementation of their programs.

While the Census Bureau is not responsible for the use of its urban-rural classification in non-statistical programs, we will work with tribal, federal, state, and local agencies and other stakeholders as appropriate, to ensure understanding of our classification. Agencies using the classification for their programs are responsible for ensuring that the classification is appropriate for their use.

On March 24, 2022, the Census Bureau published the criteria, *Urban Area Criteria for the 2020 Census—Final*

*Criteria* (87 FR 16706) for the delineation of the 2020 Census urban areas. Upon additional review, the Census Bureau determined that clarification and additional information were needed to enable a better understanding of the process the Census Bureau used to define the final 2020 Census urban areas. The clarifications are informed by the Census Bureau's experience in delineating urban areas and by questions from the public. These clarifications make the criteria easier to understand, provide consistent interpretation, and ensure the criteria are in accordance with the delineation of the 2020 Census urban areas.

### Urban Areas

This section of the Notice provides the list of the 2020 Census urban areas.

As a result of the 2020 Census, there are 2,646 urban areas: 2,613 urban areas in the United States, 26 in Puerto Rico, and 7 in the Island Areas.<sup>1</sup>

#### A. List of 2020 Census Urban Areas in the United States, Puerto Rico, and the Island Areas

An alphabetical list of all qualifying urban areas follows. All data included relate to data reported for the 2020 Census.

Urban area	Population	Housing	Land area (square miles)
Abbeville, LA .....	18,078	8,521	11.1
Abbeville, SC .....	4,940	2,453	4.9
Aberdeen, SD .....	27,982	13,246	13.9
Aberdeen, WA .....	26,603	11,561	11.0
Abilene, KS .....	6,605	3,216	3.6
Abilene, TX .....	118,138	50,514	62.0
Ada, OH .....	5,343	1,984	2.1
Ada, OK .....	17,264	8,654	14.2
Adairsville, GA .....	5,799	2,287	5.4
Adel, GA .....	7,034	2,965	6.1
Adel, IA .....	5,674	2,250	2.7
Adjuntas, PR .....	8,008	3,687	4.9
Adrian, MI .....	29,206	11,726	13.4
Agat—Apra Harbor, GU .....	8,712	2,881	4.0
Aguadilla—Isabela—San Sebastián, PR .....	232,573	114,369	187.3
Ahoskie, NC .....	4,861	2,308	3.3
Aibonito, PR .....	20,255	9,140	13.3
Akron, OH .....	541,879	251,080	300.6
Alamogordo, NM .....	30,801	15,200	13.7
Alamosa, CO .....	10,965	4,656	7.7
Albany, GA .....	85,960	39,864	66.5
Albany, OR .....	62,074	25,245	23.0
Albany—Schenectady, NY .....	593,142	272,369	271.3
Albemarle, NC .....	16,988	7,840	16.7
Albert Lea, MN .....	17,992	8,366	10.8
Albertville, AL .....	38,476	15,505	34.8
Albion, MI .....	8,133	3,472	4.7
Albion, NY .....	7,216	2,746	2.9

<sup>1</sup> The Island Areas are American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands.

Urban area	Population	Housing	Land area (square miles)
Fort Scott, KS	7,439	3,603	5.1
Fort Smith, AR—OK	125,811	55,567	74.0
Fort Stockton, TX	8,551	3,658	6.0
Fort Valley, GA	9,704	4,195	5.8
Fort Wayne, IN	335,934	144,476	163.6
Fortuna, CA	12,784	5,408	5.8
Fostoria, OH	14,295	6,652	8.3
Four Corners, FL	92,396	50,820	84.5
Frankenmuth, MI	5,045	2,475	2.9
Frankfort, IN	16,775	6,650	7.5
Frankfort, KY	37,844	18,234	22.3
Frankfort, MI	2,603	2,627	4.2
Franklin (Venango County), PA	8,500	4,324	5.6
Franklin, KY	11,597	4,976	8.3
Franklin, LA	9,491	4,516	6.2
Franklin, NC	9,358	5,011	14.0
Franklin, NH	6,659	3,080	4.2
Franklin, VA	8,749	4,228	6.4
Fraser, CO	3,178	5,385	4.5
Frederick, MD	176,456	68,467	80.3
Fredericksburg, TX	11,641	6,225	7.8
Fredericksburg, VA	167,679	64,150	89.6
Fredericktown, MO	4,986	2,187	3.3
Freeland, MI	7,412	2,282	8.5
Freeland, PA	5,754	2,753	1.6
Freeland, WA	7,907	5,367	12.1
Freeport, IL	24,135	11,988	10.6
Fremont, MI	5,165	2,426	3.8
Fremont, NE	28,292	11,998	13.8
Fremont, OH	22,175	10,492	13.4
Fresno, CA	717,589	247,152	159.1
Friday Harbor, WA	3,542	2,139	4.4
Frisco, CO	3,463	3,654	2.2
Front Royal, VA	16,193	6,641	10.7
Frostproof, FL	8,092	3,668	7.5
Fulton, KY—TN	4,256	2,224	3.2
Fulton, MO	12,479	4,682	8.7
Fulton, NY	12,788	5,989	5.7
Gadsden, AL	57,975	27,550	61.2
Gaffney, SC	19,042	8,718	15.4
Gainesville, FL	213,748	95,632	87.7
Gainesville, GA	265,218	100,455	251.7
Gainesville, TX	16,544	6,734	9.6
Galax, VA	6,767	3,271	6.6
Galesburg, IL	33,847	15,669	21.9
Galion, OH	11,364	5,541	6.4
Galliano—Larose—Cut Off, LA	20,056	8,765	18.7
Gallup, NM	24,448	9,158	13.7
Galt, CA	26,618	8,744	7.1
Galveston—Texas City, TX	191,863	92,177	109.0
Garapan, MP	36,921	14,519	17.2
Garden City, KS	30,976	11,478	12.7
Gardnerville, NV	21,338	9,599	12.7
Gastonia, NC	176,897	76,009	124.6
Gatesville, TX	15,565	4,000	10.2
Gaylord—Bagley, MI	8,476	4,616	10.3
Geneseo, IL	6,435	3,093	3.8
Geneseo, NY	8,025	2,387	2.4
Geneva, NY	29,572	14,251	16.8
Geneva, OH	7,355	3,480	4.8
Genoa, IL	5,484	2,058	2.2
Georgetown, DE	9,921	2,777	4.9
Georgetown, KY	38,912	15,654	15.1
Georgetown, SC	11,364	5,404	9.2
Germantown, OH	5,577	2,311	2.8
Gettysburg—Cumberland, PA	14,733	6,074	8.3
Gillespie, IL	5,037	2,430	2.8
Gillette, WY	34,422	14,532	19.7
Gilmer, TX	5,084	2,208	4.1
Gilroy—Morgan Hill, CA	114,833	36,785	42.5
Glasgow, KY	14,849	6,973	11.8
Glencoe, MN	5,738	2,478	3.2
Glendive, MT	6,675	3,217	5.4

Urban area	Population	Housing	Land area (square miles)
Wilmington, OH	12,546	5,625	9.5
Wilmore, KY	5,727	1,861	1.8
Wilson, NC	48,326	22,724	27.7
Winchendon, MA	4,866	2,122	2.3
Winchester, IN	4,797	2,348	2.9
Winchester, KY	26,253	11,608	14.4
Winchester, TN	12,702	6,016	12.9
Winchester, VA	83,377	33,248	42.2
Wind Lake, WI	4,856	2,070	3.5
Winder, GA	50,189	17,820	51.7
Winfield, KS	11,617	5,173	7.0
Winnemucca, NV	10,546	4,664	7.2
Winnfield, LA	4,671	2,341	4.5
Winnsboro, LA	5,142	2,195	3.2
Winnsboro, SC	4,710	2,399	3.9
Winona, MN	29,633	13,461	13.3
Winslow, AZ	7,667	3,320	3.6
Winsted, CT	7,804	4,289	6.1
Winston-Salem, NC	420,924	187,144	310.8
Winter Haven, FL	253,251	112,523	142.7
Winters, CA	7,073	2,528	1.6
Winterset, IA	5,077	2,359	2.3
Wisconsin Rapids, WI	29,550	13,972	21.8
Wise—Norton, VA	8,913	4,452	10.9
Woodburn, OR	27,577	8,921	7.6
Woodlake, CA	7,514	2,263	1.9
Woodland Park, CO	11,548	5,647	9.3
Woodland, CA	61,133	21,666	12.8
Woodland, WA	7,217	2,593	4.4
Woodmont, GA	6,673	2,281	5.2
Woodstock, IL	25,298	10,243	9.3
Woodstock, VA	5,852	2,572	3.9
Woodward, OK	11,458	5,737	9.1
Wooster, OH	32,449	14,287	21.7
Worcester, MA—CT	482,085	196,132	260.3
Worland, WY	4,889	2,525	3.0
World Golf Village, FL	19,679	7,492	13.9
Worthington, MN	13,800	4,710	5.5
Worth—Lexington, MI	3,310	3,668	4.2
Wrightwood, CA	3,927	2,208	1.4
Wynne, AR	7,564	3,383	5.5
Wytheville, VA	7,154	3,784	6.0
Xenia, OH	26,614	11,923	11.4
Yakima, WA	133,145	51,147	55.8
Yankton, SD	16,022	7,072	8.5
Yauco, PR	63,885	30,548	34.9
Yazoo City, MS	15,060	4,931	9.2
Yelm, WA	14,924	5,099	7.7
Yoakum, TX	5,598	2,473	3.2
York, NE	7,968	3,735	4.7
York, PA	238,549	97,643	113.1
York, SC	8,631	3,573	6.5
Youngstown, OH	320,901	153,376	196.0
Yreka, CA	7,617	3,591	5.3
Yuba City, CA	125,706	42,911	30.0
Yucca Valley, CA	18,293	8,224	11.3
Yuma, AZ—CA	135,717	70,358	53.0
Zachary, LA	16,600	6,388	11.4
Zanesville, OH	42,301	20,014	28.3
Zapata—Medina, TX	10,942	4,642	5.0
Zebulon, NC	8,158	3,149	6.1
Zephyrhills, FL	55,133	32,009	34.1
Zimmerman, MN	6,360	2,345	3.3

### B. Geographic Products

By the end of 2022, products related to the 2020 Census urban areas will be made available in conjunction with or soon after the publication of this Notice. For more information about the Census

Bureau's urban and rural classification and urban area product distribution timeline, see <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>.

### Clarifications and Additional Information Regarding Published Criteria

This section of the Notice provides clarifications and additional information regarding the 2020 Census

urban area criteria published in the **Federal Register** on March 24, 2022 (87 FR 16706). These clarifications and information are provided in response to questions received after the publication of the 2020 Census urban area criteria and to address necessary issues identified during the process of delineating the 2020 Census urban areas. Some issues identified during the delineation process interactive review conducted by Census Bureau subject matter experts were resolved via the addition, removal, or transfer of census blocks to or from urban areas.

The clarifications and additional information regarding the criteria published in the **Federal Register** on March 24, 2022, *Urban Area Criteria for the 2020 Census—Final Criteria* (87 FR 16706), are as follows:

#### A. Identification of Initial Urban Cores

1. In Section V, subsection B, when referring to the identification of urban block agglomerations, clarification is necessary to differentiate the term ‘agglomerations’ as it is used in this section from the Urban Area Agglomerations (UAA) defined in Section V, subsection B.9. This first use of the term ‘agglomerations’ in Section V, subsection B describes a collection of census blocks representing densely settled territory, whereas the UAA described in Section B, subsection B.9 is a collection of census blocks that qualify as a UAA according to the specific criteria described in Section B, subsection B.9.

2. In Section V, subsection B, the Census Bureau clarifies that urban block agglomerations and cores of noncontiguous urban territory can consist of either a single qualifying census block or a collection of multiple qualifying census blocks when qualifying via criteria based on housing unit density.

3. Section V, subsection B, introduces the 1,275 housing units per square mile (HPSM) minimum threshold to identify the presence of higher-density territory representing an urban nucleus. In addition to this minimum threshold, a high-density nucleus must also meet the additional criteria described in Section V, subsection B.9.

4. In Section V, subsection B.1, the criteria define Eligible Block Aggregations (EBAs). To differentiate these geographic entities from other criteria referring to ‘aggregations’ or ‘agglomerations’, the Census Bureau will now refer to EBAs as Eligible Block Areas. This clarification applies to all subsequent references to EBAs in this Notice and the *Urban Area Criteria for*

*the 2020 Census—Final Criteria* (87 FR 16706).

5. Section V, subsection B.1 provides the specific criteria for identifying EBAs based on housing unit density, amount of impervious surface present, census block shape, adjacency, presence of group quarters (GQ), and/or population density. The Census Bureau clarifies that an EBA can consist of a single census block, but only in situations where the census block qualifies via the housing unit density criterion.

6. In Section V, subsection B.1.d, the Census Bureau clarifies that in addition to containing a GQ and having a population density of at least 500 people per square mile (PPSM), the census block must also be adjacent to other census blocks qualifying as an EBA for its inclusion in that EBA.

7. In Section V, subsection B.1 the Census Bureau modifies the criteria to recognize that census blocks qualifying as urban via the impervious surface criteria are added to an initial urban core during the later iterations of the delineation. This addition allows census blocks located on the edge of initial urban cores to be reviewed by Census Bureau subject matter experts to determine whether their classification as urban is appropriate. This review also considers census blocks for removal if they have zero population and zero housing units, do not clearly contain land cover associated with an urban built environment, and are not associated with a potential hop or jump connection. If the census blocks do have the potential to contribute to a hop or jump connection, the census blocks still are eligible for removal if removal would not extend a hop connection beyond 0.5 miles or a jump connection beyond 1.5 miles.

8. In addition, Census Bureau subject matter experts conduct a targeted review of urban census blocks with a significantly disproportionate amount of water compared to its land territory qualifying as belonging to an urban area. The use of land area only in determining the qualifying housing and population density threshold can create conditions in which the census block contains little residential development constrained to a limited amount of land when compared to the much larger amount of water area within the census block and thus may not appropriately qualify as urban. The universe of this review includes census blocks containing more water than land area and qualifying as part of an initial urban core through any of the criteria based on housing units or population. Census Bureau subject matter experts determine the urban status of these census blocks

based on the character of the local water feature and/or shoreline as well as the site and situation characteristics with respect to the surrounding urban land cover.

#### B. Inclusion of Noncontiguous Territory via Hops and Jumps

1. Section V, subsection B.2 describes the eligibility requirements for census blocks to be added to an initial urban core via a hop or jump. The Census Bureau clarifies that remaining EBAs created in Section V, subsection B.1 that do not contain an initial urban core at this step in the delineation, but do contain at least ten housing units or at least one census block that also contains at least one GQ and has a population density of at least 500 PPSM, remain eligible for inclusion in an initial urban core via a hop or jump.

2. In Section V, subsection B.2, the Census Bureau also provides additional clarification for the criteria designed to add noncontiguous territory via hop connections. Specifically, the connection of EBAs via hops is an automated process starting with the EBA with the lowest number of housing units and then continuing in ascending order until all available hop connections are exhausted.

3. In Section V, subsection B.2, the Census Bureau modifies the criteria to include review by Census Bureau subject matter experts in cases where the removal of an EBA to which two other EBAs made either a successful hop or jump results in an intervening distance greater than 1.5 miles. The intent of this review is to determine if retention of the noncontiguous territory is appropriate.

#### C. Inclusion of Noncontiguous Territory Separated by Exempted Territory

1. Section V, subsection B.3 includes the criteria for the identification of exempted territory (ET) over which hop and jump connections can be extended. The Census Bureau adds that, for any ET to be considered for the extension of a hop or jump connection, open water must exist on both sides of the road/roadbed at some point as depicted in the National Land Cover Database (NLCD), Coastal Change Analysis Program (C-CAP) High Resolution Land Cover, and/or Census Bureau’s Master Address File/Topologically Integrated Geographic Encoding and Referencing (MAF/TIGER) Database (MTDB).

2. In Section V, subsection B.3, the Census Bureau further clarifies that, for the open water criteria used in determining the extension of hops or jumps via ET, the total road connection length over open water between

qualifying urban territory must be an unbroken distance of at least 150 feet.

3. In addition, after the open water requirements are met in determining the eligibility of extended hop or jump connections across ET, other wetland land cover classes provided in the NLCD or C-CAP along the same road connection may be considered for exemption provided that the wetland classes are located on both sides of the road.

4. In Section V, subsection B.3, the Census Bureau acknowledges additional road features, to include multilane roads. To augment the definition, the Census Bureau considers medians between multilane road connections as part of the roadbed if the medians do not include any potentially addressable structures and the total roadbed is less than 500 feet in width, not including ET.

5. In Section V, subsection B.3, the Census Bureau adds that, when determining the location of ET with respect to hop and jump extensions, any potentially addressable structures located between a roadbed and territory classified as open water or other wetlands per the NLCD, C-CAP, or MTDB disqualify the territory containing these structures from being considered ET.

#### *D. Low-Density Fill*

1. In Section V, subsection B.4, the Census Bureau clarifies the conditions in which an EBA will be removed from the associated Core EBA after the low-density fill is added to Core EBAs. After the low-density fill is added, any EBA with at least 50 housing units will remain in the associated Core EBA. Additionally, any EBA with at least one census block containing a GQ and with at least 50 PPSM will also remain in the associated Core EBA. All other EBAs will be removed from the associated Core EBA after the low-density fill criteria are complete.

#### *E. Inclusion of Enclaves*

1. In Section V, subsection B.6, clarification of the criteria designed for enclaves within an EBA or Core EBA is necessary to indicate that not all coordinate pairings are examined by the delineation software. As a result, Census Bureau subject matter experts may add additional census blocks to fill an enclave where appropriate.

#### *F. Inclusion of Indentations*

1. In Section V, subsection B.7, clarification of the criteria designed to include territory that forms an indentation of an EBA or Core EBA is necessary to indicate that not all

coordinate pairings are examined by the delineation software. As a result, Census Bureau subject matter experts may add additional census blocks to fill an indentation where appropriate.

#### *G. Merging of Eligible Block Aggregations*

1. In Section V, subsection B.8, the Census Bureau adds that the merging of Core EBAs is only possible if at least one Core EBA contains a high-density nucleus and another does not. The full set of criteria for identifying a high-density nucleus is described in Section V, subsection B.9.a, B.9.b, and B.9.c.

#### *H. Identification of Urban Area Agglomerations (UAA)*

1. In Section V, subsection B.9, the criteria for identifying high-density nuclei are noted twice. The Census Bureau clarifies the full criteria used to identify high-density nuclei are those described by Section V, subsections B.9.a, B.9.b, and B.9.c in full.

2. In Section V, subsection B.9, additional clarification is necessary to indicate a high-density nucleus can consist of a single census block meeting the criteria described by Section V, subsections B.9.a, B.9.b, and B.9.c.

#### *I. Splitting Large Agglomerations*

1. In Section V, subsection B.10, the Census Bureau clarifies that review by Census Bureau subject matter experts is conducted to determine the most appropriate outcome of the use of commuter-based partitions derived from the application of the unsupervised Leiden Algorithm to Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) worker-flow data in determining the boundary between urban areas. This review includes the examination of anomalous noncontiguous urban boundaries as well as newly created urban areas embedded within a previously existing urban area to determine if boundary modification is necessary to ensure territory qualifying as urban is associated with the most appropriate urban area.

#### *J. Assigning Urban Area Titles*

1. Section V, subsection B.11 provides the criteria by which urban area titles (names) are defined. The Census Bureau clarifies that the final names are the result of Census Bureau subject matter expert review where the most appropriate urban name is left ambiguous by the stated criteria. The intent of this review is to assign each urban area the most succinct and locatable name based on historical context, familiarity, and best

representation of the extent of the urban area.

2. In Section V, subsection B.11, an additional criterion is required to indicate that all population and housing unit requirements for places (incorporated places and census designated places (CDPs)) and Minor Civil Divisions (MCDs) apply to the portion of the entity's housing units and population located within the specific urban area being named.

3. Section V, subsection B.11 requires additional clarification to further define MCDs as governmental MCDs. Additionally, the Census Bureau clarifies that only the MCD housing unit and population counts not located within an incorporated place or CDP are considered in urban area name assignment.

4. In Section V, subsection B.11, the Census Bureau clarifies secondary names are assigned to an urban area after a primary name is determined based on the amount of population of a place of at least 2,500 residing within the high-density nuclei of the urban area.

5. In Section V, subsection B.11, the Census Bureau further clarifies that MCDs are also eligible entities in addition to places when determining secondary names for an urban area. For this purpose, the Census Bureau clarifies that only the housing unit and population counts not located within an incorporated place or CDP are considered.

#### *K. Zero Housing Unit Census Blocks Review*

1. The Census Bureau modifies the criteria to include a review by Census Bureau subject matter experts of census blocks with zero housing units that may be associated with an urban area after all activities related to all other steps in the 2020 urban area delineation process have been completed. For this review, remaining zero housing unit census blocks meeting the requirements set forth to fill enclaves (Section V, subsection B.6) and indentations (Section V, subsection B.7) are examined to determine their final designation as urban.

2. Census Bureau subject matter experts conduct a further review of census blocks with zero housing units which are also associated with water features, road medians, or right-of-way passages to determine if their inclusion in an urban area reduces the amount of noncontiguous urban territory without extending or having a significant impact on the general outer boundary of an urban area.

3. Similar to the review of census blocks located on the edge of initial urban cores in Section V, subsection B.1, Census Bureau subject matter experts conduct a review of zero housing unit census blocks for removal. An identified census block is considered for removal from an urban area if the census block does not clearly contain land cover associated with an urban built environment and is not associated with a potential hop or jump connection. If the census block does have the potential to contribute to a hop or jump connection, then the census block still is eligible for removal if removal would not extend a hop connection beyond 0.5 miles or a jump connection beyond 1.5 miles.

#### L. Final Urban Area Review

1. The Census Bureau modifies the criteria to add that Census Bureau subject matter experts conduct a final review of the census blocks associated with any enclaves (Section V, subsection B.6) or indentations (Section V, subsection B.7) created by edits during all preceding reviews of urban areas throughout the delineation process. During this final review, Census Bureau subject matter experts assess enclaves created solely through the addition of census blocks during previous reviews if the area of the enclave is less than 2.5 square miles. Similarly, in the final review, Census Bureau subject matter experts assess indentations created solely through the addition of census blocks during previous reviews if the area of the indentation is less than 1.5 square miles.

2. During this final review, census blocks with a housing density of at least 150 HPSM located near the edge of an urban area are investigated by Census Bureau subject matter experts to determine if inclusion in an urban area is appropriate based on its size, shape, adjacency, and disposition relative to an urban area or areas, degree of association (accessibility) with an urban area with regard to housing, and presence of new construction.

3. The Census Bureau adds further review by Census Bureau subject matter experts to determine the final urban classification of nonresidential census blocks with a high degree of urban land cover proximate to an urban area. The Census Bureau investigates census blocks that meet the impervious surface criteria described in Section V, subsections B.1.b, B.1.c, are within 0.5 miles of an urban area, are accessible via a road distance no greater than 1.5 miles, and have an area of at least 0.15 square miles. These census blocks are

reviewed to determine their final classification as belonging to an urban area based on site and situation characteristics with respect to urban land cover.

4. The Census Bureau adds a final review of census blocks associated with airports by Census Bureau subject matter experts. Census blocks proximate to airports partially qualifying as urban via the criteria described in Section V, subsection B.5 are examined for inclusion in the urban area to which the airport is most closely associated. Additional census blocks containing airports (partially or in whole) not previously identified using the criteria described in Section V, subsection B.5 are also examined by Census Bureau subject matter experts for final urban status determination with respect to proximity and association to an urban area. In all cases, the Census Bureau strives to minimize the partial qualification of airports as urban.

5. The Census Bureau adds a final review of census blocks representing water shorelines and which do not qualify as urban and create gaps in urban areas along bodies of water similar to the water enclaves described by the criteria presented in Section V, subsections B.6.d and B.6.e. Census Bureau subject matter experts investigate these census blocks not previously classified as urban but surrounded partially by water and partially by land classified as urban and whose length of adjacency with water is less than the length of the line of adjacency with land. Once identified, the Census Bureau subject matter experts determine their inclusion in an urban area based on the size of the gap, land cover within the gap, and the amount of shoreline already classified as belonging to the urban area.

6. The Census Bureau clarifies that the final review of urban area shorelines by Census Bureau subject matter experts also includes the targeted examination of census blocks proximate to an urban area within which shoreline facilities are located, but not previously qualified as urban. Determining whether these census blocks are ultimately included in an urban area is based on adjacency and connectivity to surrounding urban territory.

7. The Census Bureau adds in response to instances where a census block on the outer boundary of an urban area is included in the urban area because of high housing unit density, Census Bureau subject matter experts may change its urban designation if the evidence, in comparison to adjacent blocks, is significant enough to merit reclassification.

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

Dated: December 20, 2022.

**Shannon Wink,**

*Program Analyst, Policy Coordination Office,  
U.S. Census Bureau.*

[FR Doc. 2022–28286 Filed 12–28–22; 8:45 am]

BILLING CODE 3510–07–P

## DEPARTMENT OF COMMERCE

### Foreign-Trade Zones Board

[B–39–2022]

#### Foreign-Trade Zone (FTZ) 207— Richmond, Virginia; Authorization of Production Activity; voestalpine High Performance Metals LLC (Tool Steel and Specialty Metals); South Boston, Virginia

On August 25, 2022, voestalpine High Performance Metals LLC submitted a notification of proposed production activity to the FTZ Board for its facility within FTZ 207, in South Boston, Virginia.

The notification was processed in accordance with the regulations of the FTZ Board (15 CFR part 400), including notice in the **Federal Register** inviting public comment (87 FR 54190, September 2, 2022). On December 23, 2022, the applicant was notified of the FTZ Board's decision that no further review of the activity is warranted at this time. The production activity described in the notification was authorized, subject to the FTZ Act and the FTZ Board's regulations, including Section 400.14.

Dated: December 23, 2022.

**Andrew McGilvray,**

*Executive Secretary.*

[FR Doc. 2022–28329 Filed 12–28–22; 8:45 am]

BILLING CODE 3510–DS–P

## DEPARTMENT OF COMMERCE

### International Trade Administration

[A–580–810, A–583–815]

#### Welded ASTM A–312 Stainless Steel Pipe From the Republic of Korea and Taiwan: Continuation of Antidumping Duty Orders

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

**SUMMARY:** As a result of the determinations by the U.S. Department of Commerce (Commerce) and the U.S. International Trade Commission (ITC) that revocation of the antidumping duty



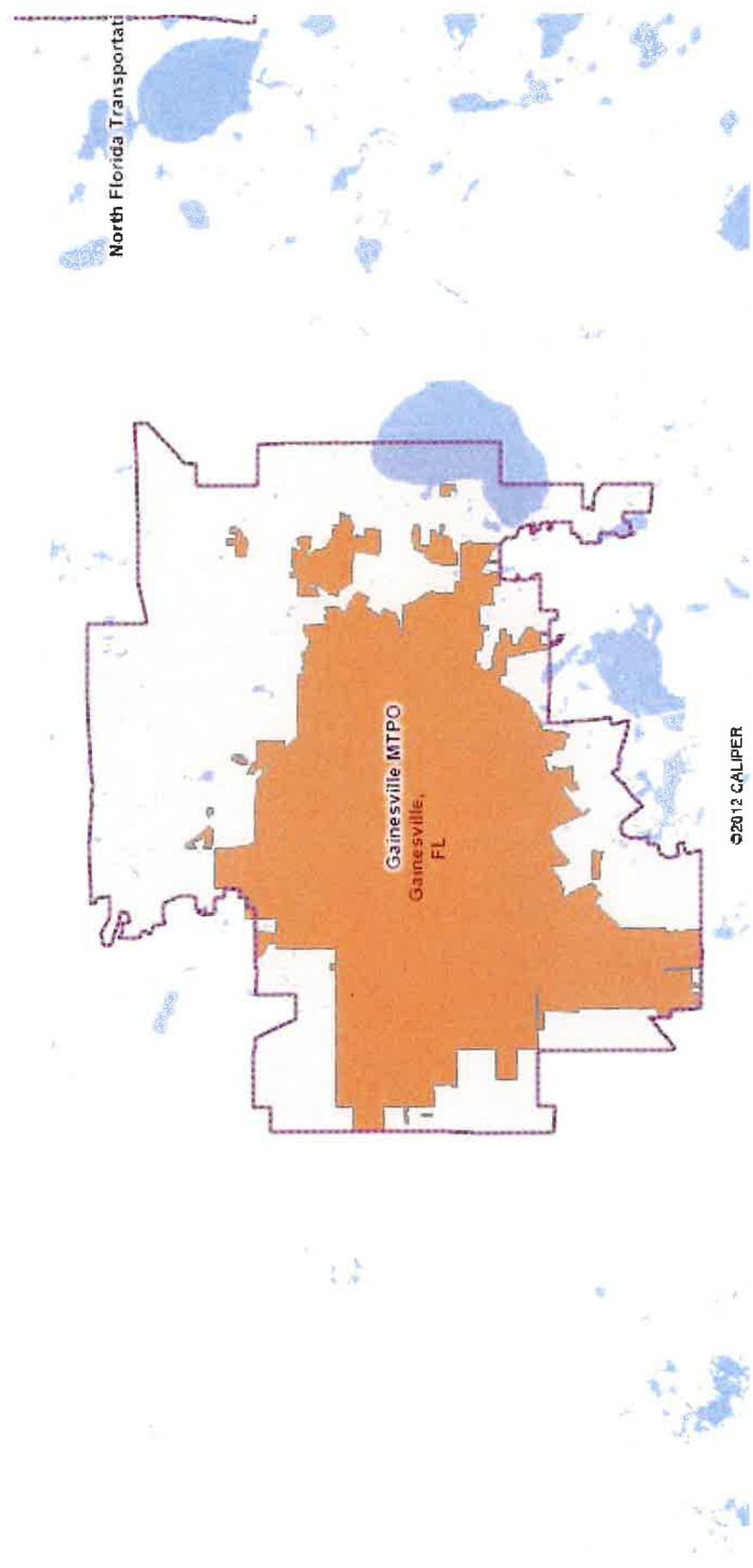
**EXHIBIT 2**

<b>Urban area</b>	<b>Population</b>	<b>Housing</b>	<b>Land area (square miles)</b>
Arcadia, FL	16,128	7,287	10
Asbury Lake—Middleburg, FL	23,649	8,746	23
Bartow, FL	16,948	7,166	7.9
Belle Glade, FL	23,009	7,996	7.2
Beverly Hills—Homosassa Springs—Pine Ridge, FL	96,729	50,309	118.8
Big Pine Key, FL	8,441	6,099	8.5
Bonita Springs—Estero, FL	425,675	280,947	243
Bradenton—Sarasota—Venice, FL	779,075	447,842	404.3
Brooksville, FL	12,128	6,436	8.4
Burnt Store Marina, FL	4,191	3,220	4.3
Bushnell, FL	3,664	2,061	2.8
Cape Coral, FL	599,242	316,907	331.8
Clewiston, FL	12,849	4,761	5.5
Crawfordville, FL	10,124	3,912	9.7
Crestview, FL	46,816	18,409	39.8
Crystal River, FL	7,834	4,847	14.1
Dade City, FL	20,304	7,856	14.4
Daytona Beach—Palm Coast—Port Orange, FL	402,126	216,962	212.4
DeFuniak Springs, FL	6,977	3,065	7.2
Deltona, FL	210,712	86,104	109
Fernandina Beach—Yulee, FL	50,805	26,223	50.6
Fort Meade, FL	4,874	2,381	2.3
Four Corners, FL	92,396	50,820	84.5
Frostproof, FL	8,092	3,668	7.5
<b>Gainesville, FL</b>	<b>213,748</b>	<b>95,632</b>	<b>87.7</b>
Immokalee, FL	23,485	6,928	10.6
Indiantown, FL	5,496	1,618	1.5
Jacksonville, FL	1,247,374	530,649	573.3
Key Largo, FL	21,687	16,322	15
Key West, FL	32,146	16,779	6.8
Keystone Heights, FL	8,218	3,760	10.2
Kissimmee—St. Cloud, FL	418,404	153,652	161.6
LaBelle, FL	13,053	4,759	8.4
Lake Bryant, FL	3,632	2,123	3
Lake City, FL	25,334	11,058	28.6
Lake Placid, FL	17,816	10,793	23.6
Lakeland, FL	277,915	116,354	145.9
Leesburg—Eustis—Tavares, FL	151,523	75,939	86.1
Live Oak, FL	6,668	2,751	5.3

Urban area	Population	Housing	Land area (square miles)
Macclenny, FL	10,881	3,897	8.5
Marathon, FL	9,733	6,963	5.5
Marianna, FL	5,560	2,724	4.3
Marion Oaks, FL	19,077	7,620	16.3
Miami—Fort Lauderdale, FL	6,077,522	2,622,231	1,244.20
Mount Plymouth, FL	6,165	2,378	4
Navarre—Miramar Beach—Destin, FL	226,213	121,681	119.6
Ocala, FL	182,647	83,908	125
Okeechobee—Taylor Creek, FL	26,670	14,345	23.9
Orangetree, FL	9,791	3,432	9.3
Orlando, FL	1,853,896	746,578	644.6
Pahokee, FL	6,683	2,529	4.1
Palatka, FL	20,032	8,830	18.3
Palm Bay—Melbourne, FL	510,675	240,941	250.5
Panama City—Panama City Beach, FL	162,060	107,507	119.5
Pensacola, FL—AL	390,172	184,298	262.5
Perry, FL	6,531	2,945	5.9
Poinciana Southwest, FL	16,966	6,395	11.8
Poinciana, FL	53,267	19,372	23.1
Port Charlotte—North Port, FL	199,998	105,587	134.7
Port St. Lucie, FL	437,745	205,720	224.2
Quincy, FL	8,541	3,584	6.2
Rainbow Springs, FL	4,667	2,540	5.7
Sebring—Avon Park, FL	63,297	35,215	44.5
Spring Hill, FL	169,050	75,458	127.2
St. Augustine, FL	91,786	48,906	57.8
St. James City, FL	2,055	2,000	1.9
Starke, FL	6,486	2,690	5.9
Sugarmill Woods, FL	12,948	7,100	15.7
Tallahassee, FL	252,934	116,829	125.5
Tampa—St. Petersburg, FL	2,783,045	1,286,258	968.9
The Villages—Lady Lake, FL	161,736	98,242	98.5
Titusville, FL	62,459	29,966	40
Vero Beach—Sebastian, FL	174,292	95,595	106.1
Wauchula, FL	9,790	3,931	6.2
Wildwood, FL	13,899	5,717	12.8
Winter Haven, FL	253,251	112,523	142.7
World Golf Village, FL	19,679	7,492	13.9
Zephyrhills, FL	55,133	32,009	34.1

**EXHIBIT 3**

**MPO Boundaries - 2020 TMA and MPO Boundaries**





**CA.5**

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January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

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

**STAFF RECOMMENDATION****No Action Required.****BACKGROUND**

Each year, the Florida Department of Transportation submits a Five-Year Work Program which lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2023-24 to 2027-28) to the State Legislature. The Metropolitan Transportation Planning Organization submitted the following draft Tentative Five Year Work Program comments to the Florida Department of Transportation:

1. *Advance the State Road 26 (West University Avenue) Lighting Project [2076583];*
2. *Consider funding the following projects in the Tentative Work Program and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:*
  - A. *Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;*
  - B. *Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;*
  - C. *Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations;*
  - D. *Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Continuous Left Turnlane installation from NW 16th Avenue to U.S. 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds;*
  - E. *Priority 5 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Removal of Sliplanes; and*
  - F. *Priority 6 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Traffic Signal Update Project [4358911] consideration of the removal of the sliplanes in scoping and design of the traffic signal update once it is back in the Five-Year Work Program period.*

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

Attachment

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EXHIBIT 1



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

2198 Edison Avenue MS 2806  
Jacksonville, FL 32204-2730

JARED W. PERDUE, P.E.  
SECRETARY

January 17, 2023

Scott Koons, AICP, Executive Director  
Metropolitan Transportation Planning Organization  
For the Gainesville Urbanized Area  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653

Re: Florida Department of Transportation District Two Tentative Five-Year Work Program Fiscal Years 2024 - 2028

Dear Mr. Koons:

Thank you for your letter dated December 20<sup>th</sup>, 2022, regarding comments on the Florida Department of Transportation District Two's Tentative Five-Year Work Program for Fiscal Years 2024 – 2028.

1. The Department will look for opportunities to try to advance the SR 26 corridor lighting project (Project Number 207658-3) that is currently scheduled for construction in Fiscal Year 2028.
2. The Department will consider projects for funding according to priority and funding. The Department includes both City and County staff in the Scope and Phase review process.
  - A traffic signal project which includes pedestrian upgrades is underway at the SR-26 (University Avenue) and NW 16<sup>th</sup> Street and NW 19<sup>th</sup> Street intersections (FPID 429830-2).
  - Pedestrian Intersection Design improvements for SR-24 (NE Waldo Road) and SR-26 (University Avenue) are being incorporated (FPID 439489-2). Design elements are included in the current Florida Design Manual based on Context Classification
  - Specific Projects from the US-441 Road Safety Audit, the SR-26 Road Safety Audit, and the SR-26 Multimodal Corridor Study should be added to the List of Priority Projects (LOPP) and ranked.
  - The Department has completed a traffic operations project on SR-121 (NW 34<sup>th</sup> Street) from NW 16<sup>th</sup> Avenue to US-441 (FPID 439490-1) that adds two-way left turn lanes to segments of the corridor.
  - The Department looks forward to continued coordination regarding the SR-25 (US-441) at SR-24 (SW Archer Road) project (FPID 435891-1) and the recommendations from the Complete Streets Study.

If you have any questions or concerns, please do not hesitate to contact Brian Austin at (904) 360-5664 or [brian.austin@dot.state.fl.us](mailto:brian.austin@dot.state.fl.us).

Sincerely,

DocuSigned by:  
*Greg Evans*  
8A93B2A03EC34AA...

Greg Evans  
District Two Secretary



**CA.6**

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January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Median Modifications  
State Road 222 (NW 39th Avenue) at  
U.S. Highway 441/State Road 25 (NW 13th Street)

STAFF RECOMMENDATION

**FOR INFORMATION ONLY**

BACKGROUND:

The Florida Department of Transportation published a public meeting notice in the January 3, 2023 edition of The Gainesville Sun. This notice (Exhibit 1) concerns an intersection modification project for the installation of medians at the State Road 222 (NW 39th Avenue) at U.S. Highway 441/State Road 25 (NW 13th Street) intersection.

Attachment

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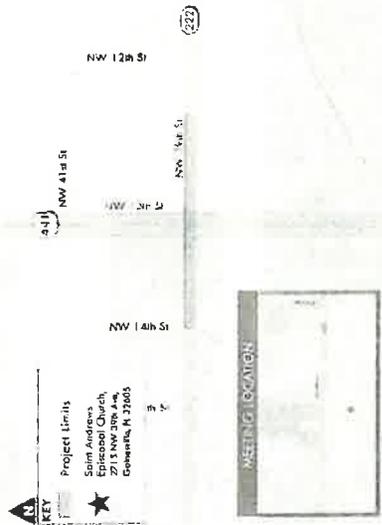
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**FDOT HYBRID PUBLIC MEETING**

**NW 39th Avenue (State Road 222)  
Median Modifications**

The Florida Department of Transportation (FDOT) will host a hybrid public meeting Tuesday, January 24, 2023, to discuss proposed median modifications at the intersection of NW 39th Avenue (SR 222) and NW 13th Street (U.S. 441). Citizens may attend the meeting in person at St. Andrews Episcopal Church, 2715 NW 39th Avenue, Gainesville, FL 32638. Citizens may also participate online at [mroads.com/VPH](http://mroads.com/VPH) or by phone at (213) 929-4214 access code: 780-905-322. FDOT staff and consultants will be available from 4 to 6 p.m. to answer questions and accept comments. A formal meeting and public comment period will begin at 6 p.m. Both virtual and in-person participants will be given equal opportunity to ask questions and make oral statements that will become part of the public meeting record.



All interested persons or groups are encouraged to attend and participate. Public participation is solicited without regard to race, color, religion, gender, age, national origin, disability or familial status.

Anyone requiring special accommodations should contact Lauren Pinchouck at [Lauren.Pinchouck@dot.state.fl.us](mailto:Lauren.Pinchouck@dot.state.fl.us) or (386) 961-7837 no later than seven days prior to the meeting. Questions regarding the proposed project or this meeting may be directed to Matthew Nance P.E., FDOT Project Manager, at (904) 360-5629 or [Matthew.Nance@dot.state.fl.us](mailto:Matthew.Nance@dot.state.fl.us).

CR-23121006

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January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: City of Gainesville Corridor Walks

STAFF RECOMMENDATION**For Information Only.**BACKGROUND

The City of Gainesville is developing a State Road 26 (University Avenue) and /U.S. Highway 441/State Road 25 (West 13th Street) project development and environment study. As part of this study, the City's consultant, Kimley-Horn, Inc., conducted a field study entitled Corridor Walks. Exhibit 1 is the flyer distributed for the field study. As shown in Exhibit 1, the field study was divided into six roadway segments. Participants were provided questionnaires for each of the six segments (see Exhibit 2). Participants in the field study included:

- Citizens;
- Alachua County Growth Management Department -Transportation Planning;
- Bicycle/Pedestrian Advisory Board;
- City of Gainesville representatives:
  - Planning Department;
  - Police Department; and
  - Transportation Department - Transportation Planning and Regional Transit System;
- University of Florida representatives:
  - Students;
  - Faculty;
  - Planning, Design and Construction Division; and
  - Police Department;
- Metropolitan Transportation Planning Organization:
  - Citizens Advisory Committee;
  - Technical Advisory Committee; and
  - Staff.

## Attachments

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# CORRIDOR WALKS

University Avenue and W 13th Street  
Project Development & Engineering (PD&E) Study



There are 6 separate corridor walks for 6 different segments along the study corridors – please RSVP for one, several, or all of the walks using the link below or the QR code to the left.

<https://forms.office.com/r/zHxFSdYMyf>

**NOTE:** Walks may not encompass the entire limits of the segments.

## EXHIBIT 1

### Come join the corridor study team for several Corridor Walks along University Avenue and W 13th Street.

As we walk along the study corridors, the tours will feature a hands-on assessment of the different segments. In small group facilitated discussions, the tour leaders will ask you to consider the street from multiple user perspectives. The tours will feature stopping points along the routes to discuss context, safety, and comfort for all users. So, wear comfortable shoes, bring your sunglasses, and let's walk and talk!

#### TUESDAY, JANUARY 24, 2023

**SEGMENT 1:** W 13th Street from SW 9th Avenue to NW 8th Avenue

**Meeting Point:** Southwest corner of intersection of W 13th St and University Ave  
**Time:** 1:00PM - 3:00PM

**SEGMENT 2:** W 13th Street from SW 16th Avenue to SW 9th Avenue

**Meeting Point:** Southwest corner of intersection of SW 13th St and SW 14th Ave  
**Time:** 4:00PM - 5:30PM

#### WEDNESDAY, JANUARY 25, 2023

**SEGMENT 3:** University Avenue from W 6th Street to Waldo Road

**Meeting Point:** Northeast corner of intersection of University Ave and W 6th St  
**Time:** 1:00PM - 3:00PM

**SEGMENT 4:** University Avenue from Waldo Road to SE 31st Street

**Meeting Point:** Fred Cone Park Parking Lot  
**Time:** 4:00PM - 5:30PM

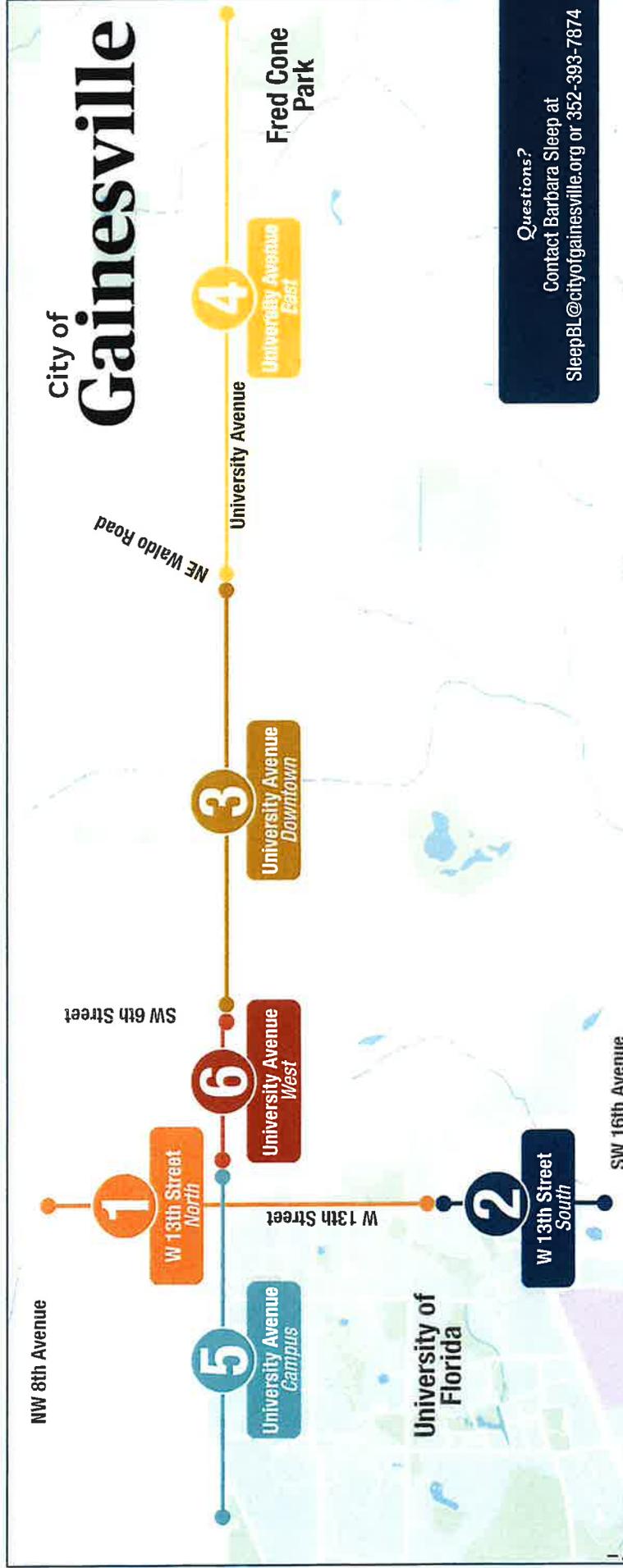
#### THURSDAY, JANUARY 26, 2023

**SEGMENT 5:** University Avenue from NW 22nd Street to W 12th Street

**Meeting Point:** Southwest corner of intersection of W 13th St and University Ave  
**Time:** 1:00PM - 3:00PM

**SEGMENT 6:** University Avenue from W 12th Street to W 6th Street

**Meeting Point:** Northwest corner of intersection of University Ave and W 6th St  
**Time:** 4:00PM - 5:30PM









University Avenue and W 13th Street  
Project Development & Environment (PD&E) Study

# CORRIDOR WALK Feedback Form

**Segment 1: W 13th Street - North  
from SW 9th Avenue to NW 8th Avenue**

**Was this Corridor Walk beneficial to you today?**

Yes

No

**Please share any additional comments or suggestions you would like us to consider as we study this corridor.**

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University Avenue and W 13th Street  
Project Development & Environment (PD&E) Study

# CORRIDOR WALK Feedback Form

**Segment 2: W 13th Street - South  
from SW 16th Avenue to SW 9th Avenue**

## Stop 13

Do you believe LPIs would help pedestrians to cross SW 16th Avenue?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

Was this Corridor Walk beneficial to you today?

Yes     No

Please share any additional comments or suggestions you would like us to consider as we study this corridor.

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# CORRIDOR WALK Feedback Form

## Segment 3: University Avenue - Downtown from W 6th Street to Waldo Road

**We would like your feedback:** Thank you for joining us on the Corridor Walk today. We hope you enjoy this facilitated discussion and we look forward to hearing your insights about the corridor. Please fill out your thoughts about each stop as we travel along the corridor.

### Stop 2

What do you think about the existing corridor speed?

1     2     3     4     5

TOO SLOW

TOO FAST

Would a mid-block pedestrian crossing assist people in crossing the street at this location?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

### Stop 3

Would you bike along this corridor?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

### Stop 4

Do you believe the Leading Pedestrian Intervals (LPIs) help pedestrians to cross the street more comfortably?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

### Stop 5

Do you believe adding mid-block pedestrian crossings between NE 3rd Street and NE 9th Street is a good idea?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

### Stop 6

Are you comfortable crossing University Avenue at this intersection?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

Would you feel more comfortable crossing University Avenue at this location if there were fewer lanes to cross?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

### Stop 7

Prior to attending this walking tour, had you noticed the change in streetscape/sidewalk separation at this location?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

### Stop 8

If the striped-out area were a raised median, would you feel more comfortable crossing University Avenue at this location?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

### Stop 9

As a pedestrian on the sidewalk, how would you feel if there were bicycle facilities between the sidewalk and the travel lanes?

1     2     3     4     5

LESS SAFE

MORE SAFE

### Stop 10

Do you believe designating a westbound left-turn lane would be beneficial at this intersection?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

### Stop 11

Would you use the 6th Street Rail Trail more often if there were connectivity to an east/west bicycle facility along University Avenue?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES



University Avenue and W 13th Street  
Project Development & Environment (PD&E) Study

# CORRIDOR WALK Feedback Form

**Segment 3: University Avenue - Downtown**  
from W 6th Street to Waldo Road

**Was this Corridor Walk beneficial to you today?**

Yes

No

**Please share any additional comments or suggestions you would like us to consider as we study this corridor.**

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University Avenue and W 13th Street  
Project Development & Environment (PD&E) Study

# CORRIDOR WALK Feedback Form

**Segment 4: University Avenue - East**  
from Waldo Road to SE 31st Street

**Was this Corridor Walk beneficial to you today?**

Yes

No

**Please share any additional comments or suggestions you would like us to consider as we study this corridor.**

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University Avenue and W 13th Street  
Project Development & Environment (PD&E) Study

# CORRIDOR WALK Feedback Form

**Segment 5: University Avenue - Campus**  
from NW 22nd Street to W 12th Street

## Stop 10

Does the wider sidewalk and streetscape provide a more comfortable pedestrian experience in your opinion?

1     2     3     4     5

DEFINITELY NO

DEFINITELY YES

## Stop 11

Compared to the other intersections we visited so far, do you feel less safe or more safe when crossing this intersection?

1     2     3     4     5

LESS SAFE

MORE SAFE

Was this Corridor Walk beneficial to you today?

Yes     No

Please share any additional comments or suggestions you would like us to consider as we study this corridor.

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University Avenue and W 13th Street  
Project Development & Environment (PD&E) Study

# CORRIDOR WALK Feedback Form

**Segment 6: University Avenue - West**  
from W 12th Street to W 6th Street

**Was this Corridor Walk beneficial to you today?**

Yes

No

**Please share any additional comments or suggestions you would like us to consider as we study this corridor.**

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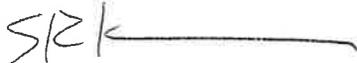
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January 30, 2023

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 and February 6, 2023 meetings.

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

[http://ncfrpc.org/mtpo/publications/Transit2022/Transit\\_Ridership\\_Monitoring\\_Report\\_2021a.pdf](http://ncfrpc.org/mtpo/publications/Transit2022/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**

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by enhancing public safety, protecting regional resources,  
promoting economic development and providing technical services to local governments.



**EXHIBIT 1**

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

**Fiscal Year 2019-20**

**Fiscal Year 2019-20**

**Pre-Covid-19 Pandemic Ridership**

**Covid-19 Pandemic Ridership**

Year	October	November	December	January	February	Sum	March	April	May	June	July	August	September	Sum
<b>Route 1</b>														
2018-19	57,729	45,187	33,612	49,493	44,741	230,762	45,494	45,715	40,318	36,374	40,586	48,590	49,474	306,551
2019-20	53,894	43,234	33,824	48,595	43,437	222,984	27,967	14,903	14,446	19,961	22,080	23,102	19,656	142,115
<b>Ridership Percentage Change</b>														
<b>-3.37%</b>														
<b>Route 9</b>														
2018-19	62,927	44,318	16,932	46,596	48,371	219,144	38,866	44,830	16,982	14,972	18,390	35,417	53,054	222,511
2019-20	61,789	44,225	17,949	54,315	53,366	231,644	12,648	1,194	939	1,265	1,410	2,079	5,328	24,863
<b>Ridership Percentage Change</b>														
<b>5.70%</b>														
<b>Route 12</b>														
2018-19	61,371	44,079	23,453	46,823	46,233	221,959	39,822	44,488	24,891	22,218	25,956	39,944	47,972	245,291
2019-20	56,108	41,878	22,499	49,368	48,322	218,175	17,817	4,121	3,673	4,471	5,194	5,884	8,714	49,874
<b>Ridership Percentage Change</b>														
<b>-1.70%</b>														
<b>Route 20</b>														
2018-19	95,974	70,089	35,864	77,928	79,744	359,599	67,709	77,050	50,881	45,356	56,389	68,388	85,809	451,582
2019-20	90,984	67,886	35,901	74,573	74,157	343,501	24,119	5,791	6,672	8,727	9,358	11,872	16,198	82,737
<b>Ridership Percentage Change</b>														
<b>-4.48%</b>														
<b>Route 35</b>														
2018-19	73,633	51,313	24,843	60,267	60,804	270,860	48,281	55,332	35,377	32,927	39,683	48,400	60,736	320,736
2019-20	68,404	49,687	25,794	56,747	56,463	257,095	18,754	4,394	5,303	7,277	7,582	8,608	12,665	64,583
<b>Ridership Percentage Change</b>														
<b>-5.08%</b>														

**Percentage Ridership Decrease**  
**Ridership Increase [Full Month]**

**EXHIBIT 2**

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

**Fiscal Year 2020-21**

**Covid-19 Pandemic Ridership**

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
<b>Route 1</b>													
2019-20	53,894	43,234	33,824	48,595	43,437	27,967	14,903	14,446	19,961	22,080	23,102	19,656	365,099
2020-21	20,681	16,747	17,714	18,697	18,293	20,846	18,745	16,351	17,051	17,867	23,108	26,385	232,485
													<b>-36.32%</b>
<b>Route 9</b>													
2019-20	61,789	44,225	17,949	54,315	53,366	12,648	1,194	939	1,265	1,410	2,079	5,328	256,507
2020-21	5,213	3,490	2,613	5,626	7,453	7,953	6,262	4,805	5,865	7,131	15,786	32,481	104,678
													<b>-59.19%</b>
<b>Route 12</b>													
2019-20	56,108	41,878	22,499	49,368	48,322	17,817	4,121	3,673	4,471	5,194	5,884	8,714	268,049
2020-21	8,902	7,275	6,710	11,170	12,962	12,814	12,022	11,519	11,286	11,858	24,022	33,545	164,085
													<b>-38.79%</b>
<b>Route 20</b>													
2019-20	90,984	67,886	35,901	74,573	74,157	24,119	5,791	6,672	8,727	9,358	11,872	16,198	426,238
2020-21	17,708	14,351	12,030	19,023	21,737	25,227	22,301	15,097	17,290	20,011	30,123	53,939	268,837
													<b>-36.93%</b>
<b>Route 35</b>													
2019-20	68,404	49,687	25,794	56,747	56,463	18,754	4,394	5,303	7,277	7,582	8,608	12,665	321,678
2020-21	12,808	10,097	8,703	13,828	14,827	16,372	14,453	9,688	9,941	10,901	21,202	37,262	180,082
													<b>-44.02%</b>

**Percentage Ridership Decrease  
Ridership Increase [Full Month]**

**EXHIBIT 3**

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

**Fiscal Year 2021-22**

**Covid-19 Pandemic Plus Fare-Free Ridership**

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
<b>Route 1</b>													
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
<b>Ridership Percentage Change</b>													25.73%
<b>Route 9</b>													
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	9,253	20,882	37,147	240,415
<b>Ridership Percentage Change</b>													181.44%
<b>Route 12</b>													
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
<b>Ridership Percentage Change</b>													116.87%
<b>Route 20</b>													
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	35,206	19,739	21,424	21,003	27,937	47,156	394,485
<b>Ridership Percentage Change</b>													75.57%
<b>Route 35</b>													
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	22,709	14,515	15,746	15,741	19,026	26,454	263,350
<b>Ridership Percentage Change</b>													64.95%

Percentage Ridership Decrease  
Ridership Increase [Full Month]

**EXHIBIT 4**

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

**Fiscal Year 2018-19 - Fiscal Year 2021-22**

**Pre-Covid-19 Pandemic - Covid-19 Pandemic Plus Fare-Free Ridership Contrast**

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
<b>Route 1</b>													
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
<b>Ridership Percentage Change</b>													<b>-46.94%</b>
<b>Route 9</b>													
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
<b>Ridership Percentage Change</b>													<b>-45.56%</b>
<b>Route 12</b>													
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
<b>Ridership Percentage Change</b>													<b>-37.41%</b>
<b>Route 20</b>													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356	56,389	68,388	85,809	811,181
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	394,485
<b>Ridership Percentage Change</b>													<b>-51.37%</b>
<b>Route 35</b>													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	591,596
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
<b>Ridership Percentage Change</b>													<b>-55.48%</b>

**Percentage Ridership Decrease  
Ridership Increase [Full Month]**

**EXHIBIT 5**

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

**Fiscal Year 2022-23**

**Covid-19 Pandemic Plus Fare-Free Ridership**

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
<b>Route 1</b>													
2021-22	24,956	20,475	20,100										65,531
2022-23	27,470	22,824	22,645										72,939
<b>Ridership Percentage Change</b>													<b>11.30%</b>
<b>Route 9</b>													
2021-22	26,184	25,425	12,283										63,892
2022-23	38,302	28,718	13,710										80,730
<b>Ridership Percentage Change</b>													<b>26.35%</b>
<b>Route 12</b>													
2021-22	27,098	24,798	15,456										67,352
2022-23	43,142	32,862	22,650										98,654
<b>Ridership Percentage Change</b>													<b>46.48%</b>
<b>Route 20</b>													
2021-22	46,568	40,093	21,250										107,911
2022-23	49,988	38,967	21,095										110,050
<b>Ridership Percentage Change</b>													<b>1.98%</b>
<b>Route 35</b>													
2021-22	32,792	24,004	14,684										71,480
2022-23	26,573	20,054	12,741										59,368
<b>Ridership Percentage Change</b>													<b>-16.94%</b>

**Percentage Ridership Decrease**  
**Ridership Increase |Full Month|**

EXHIBIT 6

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
<b>Route 1</b>													
2018-19	57,729	45,187	33,612										136,528
2022-23	27,470	22,824	22,645										72,939
<b>Ridership Percentage Change</b>													
													<b>-46.58%</b>
<b>Route 9</b>													
2018-19	62,927	44,318	16,932										124,177
2022-23	38,302	28,718	13,710										80,730
<b>Ridership Percentage Change</b>													
													<b>-34.99%</b>
<b>Route 12</b>													
2018-19	61,371	44,079	23,453										128,903
2022-23	43,142	32,862	22,650										98,654
<b>Ridership Percentage Change</b>													
													<b>-23.47%</b>
<b>Route 20</b>													
2018-19	95,974	70,089	35,864										201,927
2022-23	49,988	38,967	21,095										110,050
<b>Ridership Percentage Change</b>													
													<b>-45.50%</b>
<b>Route 35</b>													
2018-19	73,633	51,313	24,843										149,789
2022-23	26,573	20,054	12,741										59,368
<b>Ridership Percentage Change</b>													
													<b>-60.37%</b>

Percentage Ridership Decrease

Ridership Increase (Full Month)

EXHIBIT 7

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
<b>Route 1</b>													
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%	<b>-47.80%</b>
<b>Route 9</b>													
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%	<b>-48.36%</b>
<b>Route 12</b>													
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%	<b>-41.95%</b>
<b>Route 20</b>													
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%	<b>-51.39%</b>
<b>Route 35</b>													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	482,460
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	217,870
% Change	-55.47%	-53.22%	-40.89%	-54.71%	-55.66%	-49.60%	-58.80%	-61.80%	-52.18%	-60.33%	-60.69%	-56.44%	<b>-54.84%</b>

Percentage Ridership Decrease  
Ridership Increase [Full Month]





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January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Metropolitan Planning Organization Advisory Council -  
2023 Weekend Institute Status Report Update

### STAFF RECOMMENDATION

**No Action Required.**

### BACKGROUND

Usually, Metropolitan Transportation Planning Organization members are informed about the Spring 2023 Weekend Institute meeting dates at its December meeting. However, the Florida Metropolitan Planning Organization Advisory Council has acquired a new consultant and the dates for the 2023 Weekend Institute have not yet been announced and materials are still under development. Previously, areas of discussion at the Weekend Institute have included:

- **Decision Making**

The **Weekend Institute** provides Metropolitan Planning Organization Board members with an opportunity to enhance their leadership skills and their understanding of transportation decision-making, including the key role they play.

- **Planning Process**

The **Weekend Institute** covers a variety of topics and provides Metropolitan Planning Organization Board members with the knowledge and tools necessary to engage in the metropolitan transportation planning process.

- **Practical Application**

The information provided during the **Weekend Institute** is designed for practical application in transportation planning activities performed by elected officials.

Upon notification of the Weekend Institute meeting dates, staff will inform members concerning those dates and provide Weekend Institute registration information. Staff has been informed that there will be an update of the scheduling of the 2023 Weekend Institute sessions at the February 1, 2023 Florida Metropolitan Planning Partnership Meeting. This partnership consists of Federal Highway Administration, Florida Department of Transportation and the 27 Metropolitan Planning Organizations staffs.

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January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director *SPK*  
SUBJECT: Transportation Disadvantaged Program - Status Report

RECOMMENDATION

**For Information Only.**

BACKGROUND

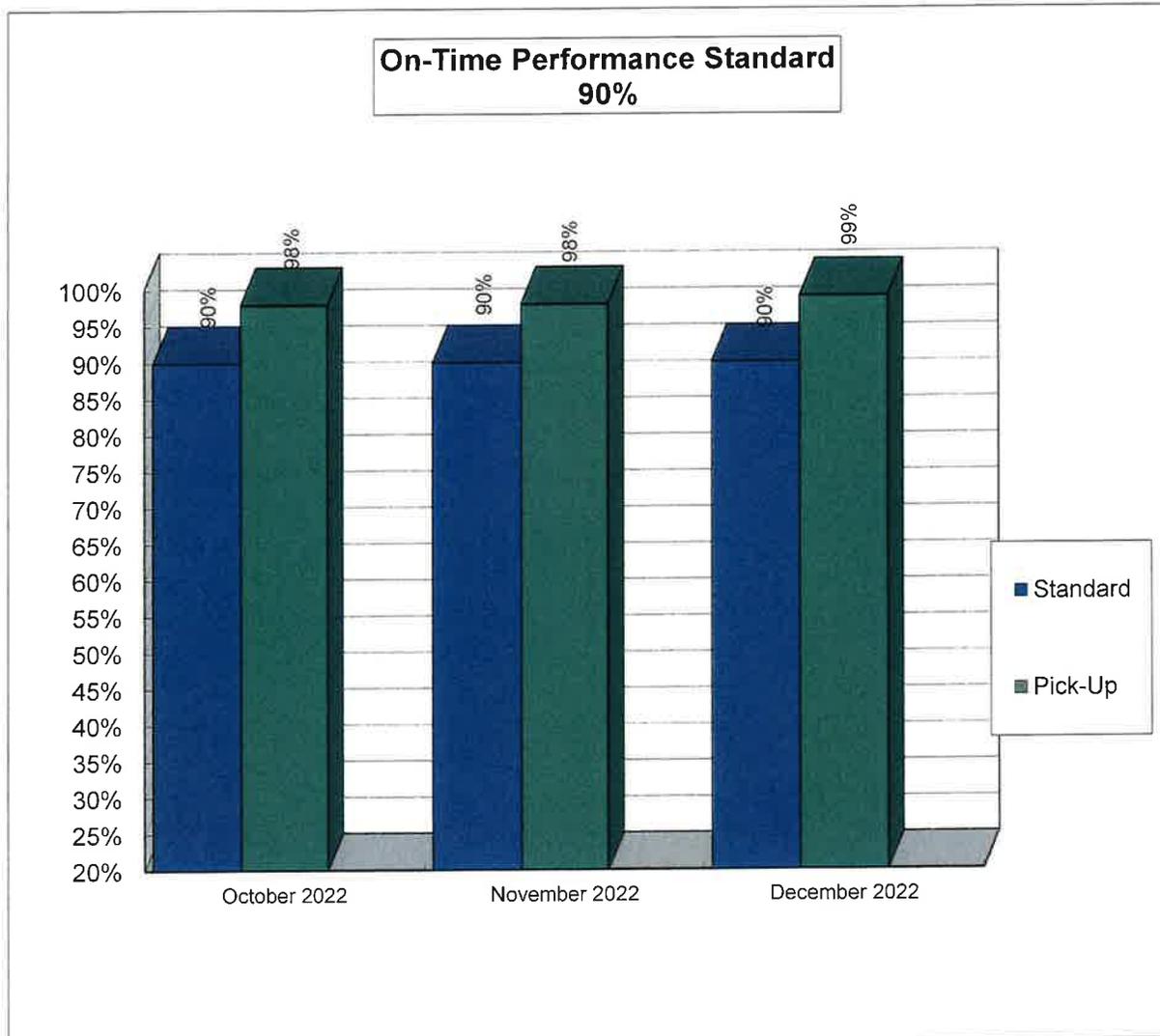
Attached are the October 2022 – December 2022 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

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TRANSPORTATION DISADVANTAGED SERVICE PLAN  
STANDARDS OF PERFORMANCE  
ALACHUA COUNTY  
OCTOBER 2022 -DECEMBER 2022

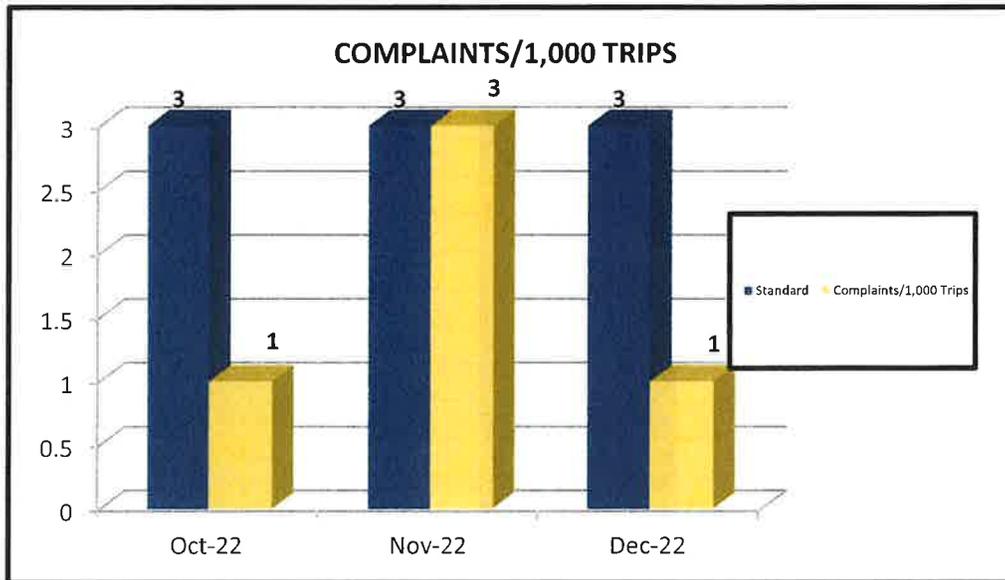


Source: MV Contract Transportatio, Inc. On-Time Analysis

## TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

### ALACHUA COUNTY, OCTOBER 2022 - DECEMBER 2022

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Oct-22	3	1
Nov-22	3	3
Dec-22	3	1

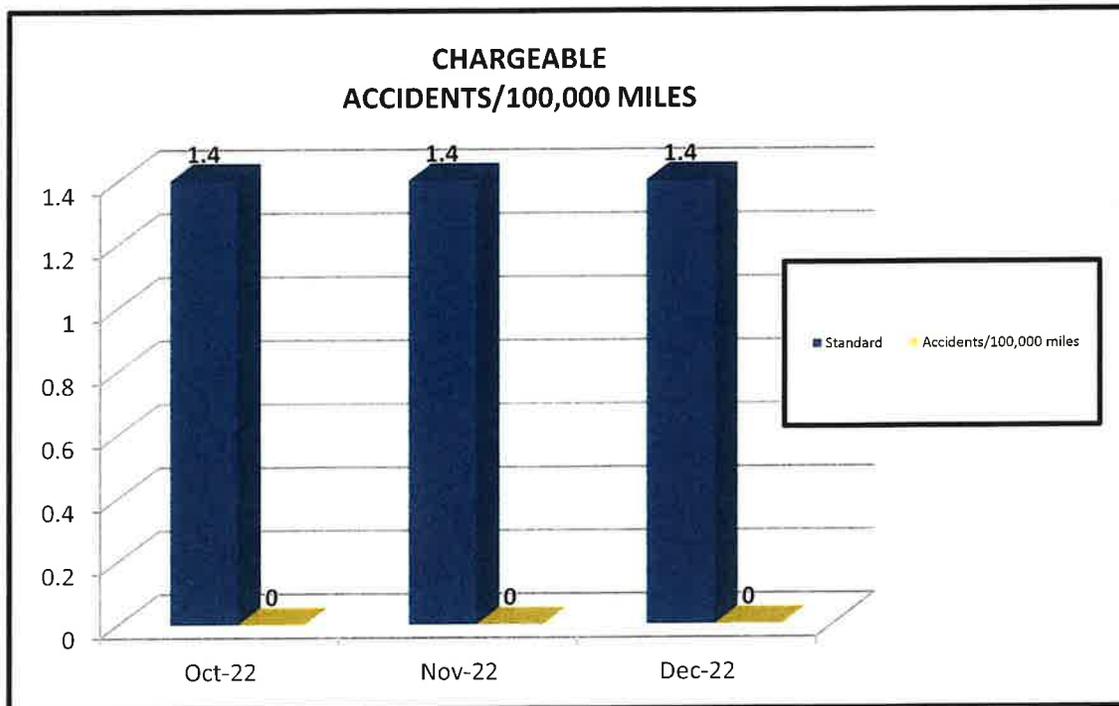


Source: MV Contract Transportation, Inc. Operations Report

## TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

### ALACHUA COUNTY OCTOBER 2022 - DECEMBER 2022

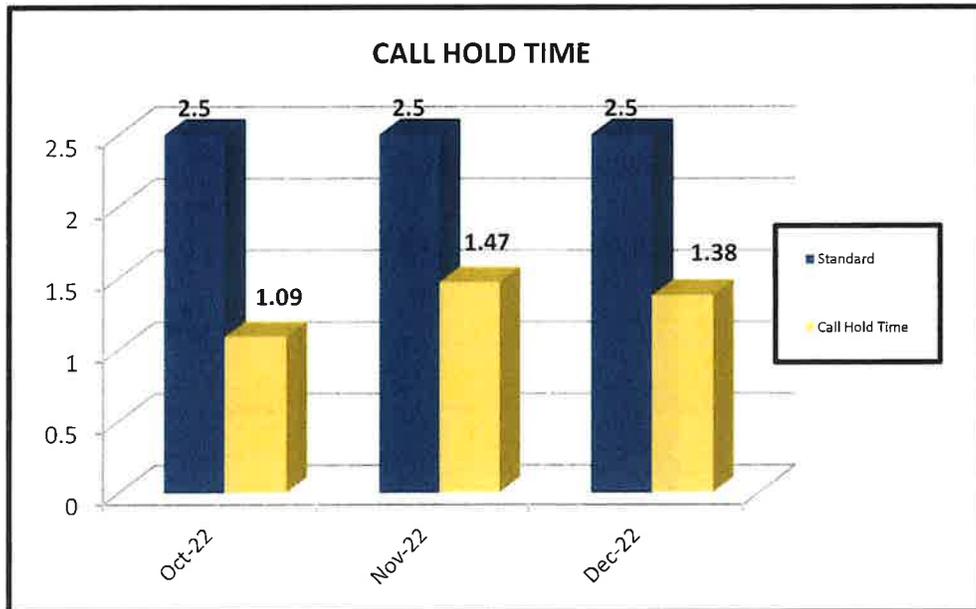
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Oct-22	1.4	0
Nov-22	1.4	0
Dec-22	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, OCTOBER 2022 - DECEMBER 2022**

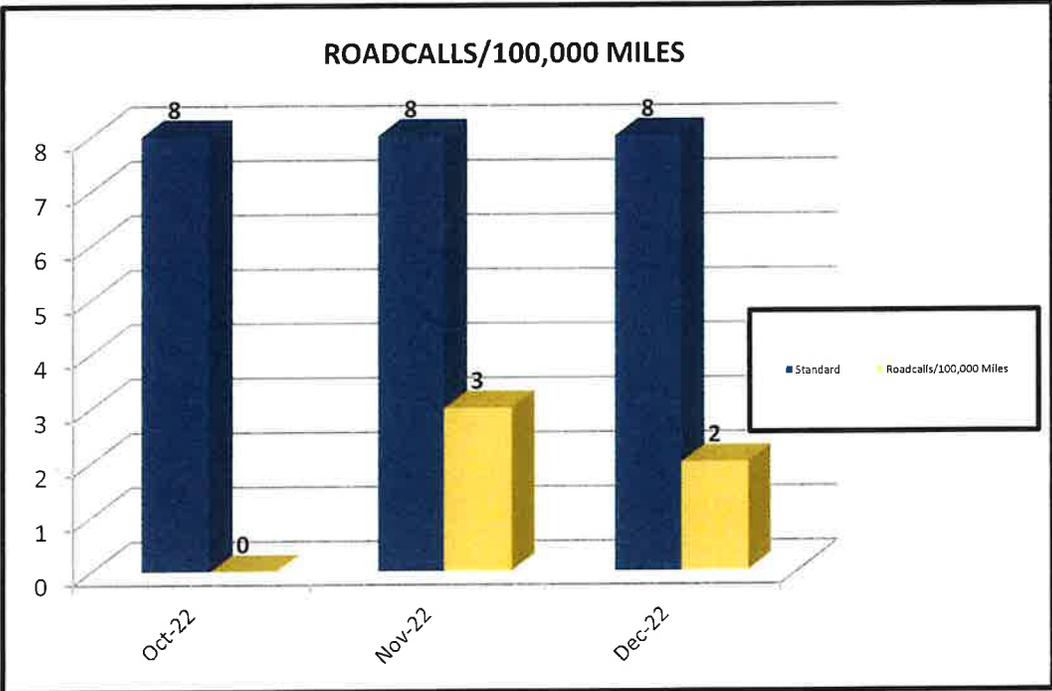
MONTH	STANDARD	CALL HOLD TIME
Oct-22	2.5	1.09
Nov-22	2.5	1.47
Dec-22	2.5	1.38



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, OCTOBER 2022 - DECEMBER 2022**

MONTH	STANDARD	ROADCALLS/100,000 MILES
Oct-22	8	0
Nov-22	8	3
Dec-22	8	2



Source: MV Contract Transportation, Inc. Operations Report



***Meeting***

***Agenda***

***Enclosures***





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---

2009 NW 67th Place, Gainesville, FL 32653 - 1 803 • 352 . 955 . 2200

January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment - Federal Transit Administration  
Section 5310 - Operating Small Urban Grant - City of Gainesville Regional Transit System  
Operating for Fixed Route [452499-1]

JOINT RECOMMENDATION

**The Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the Federal Transit Administration Section 5310 - Operating Small Urban Grant - City of Gainesville Regional Transit System Operating for Fixed Route [452499-1] in Fiscal Year 2022-23 (see Exhibit 1).**

*Please note that the Bicycle/Pedestrian Advisory Board was rescheduled to a date past the posting of the Metropolitan Transportation Planning Organization meeting packet.*

BACKGROUND

The Florida Department of Transportation has requested that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the Federal Transit Administration Section 5310 - Operating Small Urban Grant - City of Gainesville Regional Transit System Operating for Fixed Route [452499-1] in Fiscal Year 2022-23 (Exhibit 1). This amendment is needed in order for the Regional Transit System to receive these federal funds. Exhibit 2 provides Section 5310 information from the Federal Transit Administration website. Exhibit 3 shows Regional Transit System grant activity.

Attachments

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EXHIBIT 1



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

2198 Edison Avenue MS 2806  
Jacksonville, FL 32204-2730

JARED W. PERDUE, P.E.  
SECRETARY

January 6, 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 February meeting.

The amount listed below are the total project costs to be shown in the TIP amendment report.

**452499-1      5310 Operating-Small Urban-City of Gainesville Regional Transit System  
Operating for Fixed Route**

<u>Phase</u>	<u>Fund</u>	<u>FY 2023</u>
Grants Mis.	DU	\$25,000
Grants Mis.	LF	\$25,000

*Prior Costs > FY 22/23*                      \$0

If you have any questions, please do not hesitate to contact me by email: [brian.austin@dot.state.fl.us](mailto:brian.austin@dot.state.fl.us) or call: (904) 360-5664.

Sincerely,

Brian Austin  
Transportation Planner  
FDOT District Two



## EXHIBIT 2

Federal Transit Administration  
1200 New Jersey Avenue, SE Washington, DC 20590

### Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310

#### What's New

- In March 2022, FTA posted guidance clarifying coordination on human services transportation on a new transportation coordination webpage. Coordinated transportation involves multiple entities working together to deliver one or more components of a transportation service to increase capacity. The transportation coordination guidance aims to reduce overlap between the 130 CCAM programs across nine agencies that may fund human services transportation and incentivize collaboration by clarifying eligible reporting into the National Transit Database (NTD). This new guidance addresses the following topics as they relate to NTD reporting: definition of public transportation; paratransit; charter service; incidental use of transit assets; and trip brokering.

#### Overview

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation, while in large urban areas, a designated recipient is chosen by the governor. Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan. The selection process may be formula-based, competitive or discretionary, and subrecipients can include states or local government authorities, private non-profit organizations, and/or operators of public transportation.

The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both “traditional” capital investment and “nontraditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

#### Eligible Recipients

States and designated recipients are direct recipients; eligible subrecipients include private nonprofit organizations, states or local government authorities, or operators of public transportation.

#### Eligible Activities

Traditional Section 5310 project examples include:

- buses and vans
- wheelchair lifts, ramps, and securement devices
- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs
- acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- travel training
- volunteer driver programs
- building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- mobility management programs

Note: Under MAP-21, the program was modified to include projects eligible under the former Section 5317 New Freedom program, described as capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors.

## **Statutory References**

49 U.S.C. Section 5310 / Fixing America's Surface Transportation Act 3006 (FAST)

## **Funding Availability**

Section 5310 funds are available to the states during the fiscal year of apportionment plus two additional years (total of three years).

## **Allocation of Funding**

Section 5310 funds are apportioned among the states by a formula which is based on the number of seniors and people with disabilities in each state according to the latest available U.S. Census data.

## **Match**

The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent federal share.

## **Coordination with Federal Programs**

FTA's Section 5310 program allows grantees to coordinate and assist in regularly providing meal delivery service for homebound individuals, if the delivery service does not conflict with providing public transportation service or reduce service to public transportation passengers. Learn more about the [Coordinating Council on Access and Mobility \(CCAM\)](#).

## **National Aging and Disability Transportation Center (NADTC)**

The National Aging and Disability Transportation Center (NADTC) is a national technical assistance center funded by FTA with guidance from the Department of Health and Human Services' Administration for Community Living (ACL). NADTC promotes the availability and accessibility of transportation options that serve the needs of people with disabilities, older adults, caregivers, and communities with a focus on the Enhanced Mobility of Seniors & Individuals with Disabilities Section 5310 program and other transit investments. The NADTC supports the delivery of effective, efficient, high-quality, and coordinated specialized transportation services that maximize Federal investments.

## **Transportation Technical Assistance Coordination Library (TACL)**

The [Transportation Technical Assistance Coordination Library \(TACL\)](#) provides a sustainable methodology and platform to access resources across a diverse range of transportation technical assistance centers and FTA. Participating FTA-funded technical assistance centers include:

- [National Aging and Disability Transportation Center \(NADTC\)](#)  
[National Center for Applied Transit Technology \(N-CATT\)](#)[National Center for Mobility Management \(NCMM\)](#)[National Rural Transit Assistance Program \(National RTAP\)](#)[Shared-Use Mobility Center \(SUMC\)](#)

For additional technical assistance resources, visit [Coordination-Related Technical Assistance Centers](#).

## **Grant Authorization:**

[FAST Act](#)

**Grant Type:** [Formula](#)

**EXHIBIT 3**

**RTS Active Grants**

Grant Name, Purpose	Grant Contract #	Fund Source	Total Grant Award
<b>FTA (federal) Grants:</b>			
5307-2 UAFG-cap & op./FY17 Capital & Op Asstc	FL-2018-009	FTA: 5307-2A	\$ 4,571,793.00
FFY18 Sec 5307 UAFG Capital & Op Asstc	FL-2018-094	FTA: 5307	\$ 6,464,349.00
5339-C No/Low Emission/FY17 Capital Assistance	FL-2018-041	FTA: U.S.C. 5339 (b) Competitive	\$ 1,000,000.00
5339-Small UA Capital Assistance/FFY15	FL-2018-073	5339, FTA through FDOT	\$ 290,933.00
FFY19 5307 UAFG Capital & Op Asstc	FL-2019-091	5307 Formula - FTA	\$ 5,667,796.00
FFY18 Small Urbanized Area Capital Assistance	FL-2020-005	5339, FTA through FDOT	\$ 364,001.00
FY20 CARES Act Grant Capital & Op Asstc	FL-2020-030	FTA-5307 Emerg Relief	\$ 13,126,429.00
FY20 Low-No Emission grant Capital Assistance	FL-2021-012	FTA: 5339-c	\$ 1,205,620.00
FY20 5307 Urbanized Area Formula Grant Capital & Op Asstc	FL-2020-108	5307 Formula - FTA	\$ 5,284,538.00
FFY19 and FY20 Small Urbanized Area Capital Assistance	FL-2020-110	5339, FTA through FDOT	\$ 673,791.00
FY21 SUPER GRANT 5307 & 5339 Urb Area Formula Grant Capital & Op Asstc	FL-2021-069	FTA-5307 & 5339	\$ 5,782,584.00
FY21 CRRSAA Supplemental 5307 Grant Capital Assistance	FL-2022-065	FTA-5307 Emerg Relief	\$ 6,104,871.00
FY21 ARP (Am Rescue Plan) 5307 Grant Operating Assistance	FL-2022-027	FTA-5307 Emerg Relief	\$ 14,481,737.00
Bus & Bus Facilities 5339 Eastside Stn & Bus Repl Capital Assistance	1084-2022-2	FTA 5339-B	\$ 10,660,817.00
FY22 Route Restoration (ARPA-competitive) Capital Assistance/Planning	1084-2022-3	FTA 5307-9A	\$ 300,000.00
FY22 SUPERGRANT 5307 & 5339 formula grant Capital & Op Asstc	1084-2022-1	FTA-5307 & 5339	\$ 8,517,607.00
<b>FDOT (State) ADA &amp; Other Grants:</b>			
5310-Operating Assistance/trips	G1L19	via FDOT: FTA 49 U.S.C. 5310	\$ 50,000.00
5311-Op Asstc/trips	G1L18	via FDOT: FTA 49 U.S.C. 5311	\$ 50,000.00
FY22-23 Block Grant/op assistance	Pending	FDOT: FTA 23 USC 133	\$ 2,442,035.00
Commuter Assistance/Rideshare Van Pool Svc-trips	G2585	FDOT Comm Asstc Program	\$ 200,102.00
Sec 5310/Sr Free Fares-65 and up fixed route operating assistance	G2735	via FDOT: FTA 49 U.S.C. 5310	\$ 200,000.00
5310 Operating Assistance/trips	G2817	via FDOT: FTA 49 U.S.C. 5310	\$ 50,000.00
FFY2022 Sec 5310 Capital Vehicle award (1 cutaway van)	On hold (vehicle shortages)	via FDOT: FTA 49 U.S.C. 5310	\$ 77,185.00
FFY2023 Sec 5310 Capital Vehicle award (1 Gillig bus)	On hold (vehicle shortages)	via FDOT: FTA 49 U.S.C. 5310	\$ 530,000.00

## RTS Active Grants

Grant Name, Purpose	Grant Contract #	Fund Source	Total Grant Award
FFY2023 Sec 5311 Capital Vehicle award (2 cutaway vans)	On hold (vehicle shortages)	via FDOT: FTA 49 U.S.C. 5311	\$ 160,152.00
<b>FDOT (State) Service Development Grants:</b>			
Route 33 Op Asstc	G1J97	FDOT Svc Dev	\$ 814,742.00
Holiday Service Op Asstc	G1785	FDOT Svc Dev.	\$ 116,012.00
Route 800 Op Asstc	G1J99	FDOT Svc Dev.	\$ 139,492.00
Route 150 Op Asstc	G1K01	FDOT Svc Dev	\$ 1,500,000.00
Route 601 (Proj. Connect) Op Asstc	Go160	FDOT Svc Dev	\$ 800,000.00
Bus Stop Amenities (re-purposed from previous capital project) Capital Assistance	G1788	FDOT Svc Dev.-CAPITAL ONLY	\$ 224,718.00
ADA Bus Stop Improvements/Yr 1 Capital Assistance	Pending	FDOT Svc Dev.-CAPITAL ONLY	\$ 110,000.00
Bus Stop Amenities/Yr 1 Capital Assistance	Pending	FDOT Svc Dev.-CAPITAL ONLY	\$ 70,000.00
<b>Grant Totals</b>		<b>33</b>	<b>\$ 92,031,304.00</b>



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January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director   
SUBJECT: Bridge, Pavement and System Performance Measures and Targets

STAFF RECOMMENDATION

**The Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization set Bridge, Pavement and System Performance Targets consistent with the Florida Department of Transportation Targets as shown in Exhibit 4 and authorize staff to administratively modify the Transportation Improvement Program to incorporate appropriate bridge, pavement and system performance measures and targets language.**

*Please note that the Bicycle/Pedestrian Advisory Board was rescheduled to a date past the posting of the Metropolitan Transportation Planning Organization meeting packet.*

BACKGROUND

At its October 22, 2018 meeting, the Metropolitan Transportation Planning Organization set bridge, pavement and system performance targets consistent with Florida Department of Transportation targets. These targets address the requirements in the Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America’s Surface Transportation Act and Bilateral Infrastructure Law continue the implementation of the performance measures federal legislation.

The Florida Department of Transportation has provided its updated bridge, pavement and system performance targets. The Metropolitan Transportation Planning Organization needs to set bridge, pavement and system performance measures and targets for the National Highway System.

Staff has coordinated resetting bridge, pavement and system performance targets with the Florida Department of Transportation. Exhibits include:

1. National Highway System Map;
2. Federal Highway Administration Performance Measures Implementation Requirements;
3. Florida Department of Transportation Bridge and Pavement Targets; and
4. Proposed Metropolitan Transportation Planning Organization Bridge, and Pavement Targets.

Proposed targets in Exhibit 4 are consistent with the Florida Department of Transportation Bridge, Pavement and System Performance Targets in Exhibit 3. The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation concerning monitoring and reporting on the National Highway System facilities. Performance Targets will be updated with the next update of the List of Priority Projects.

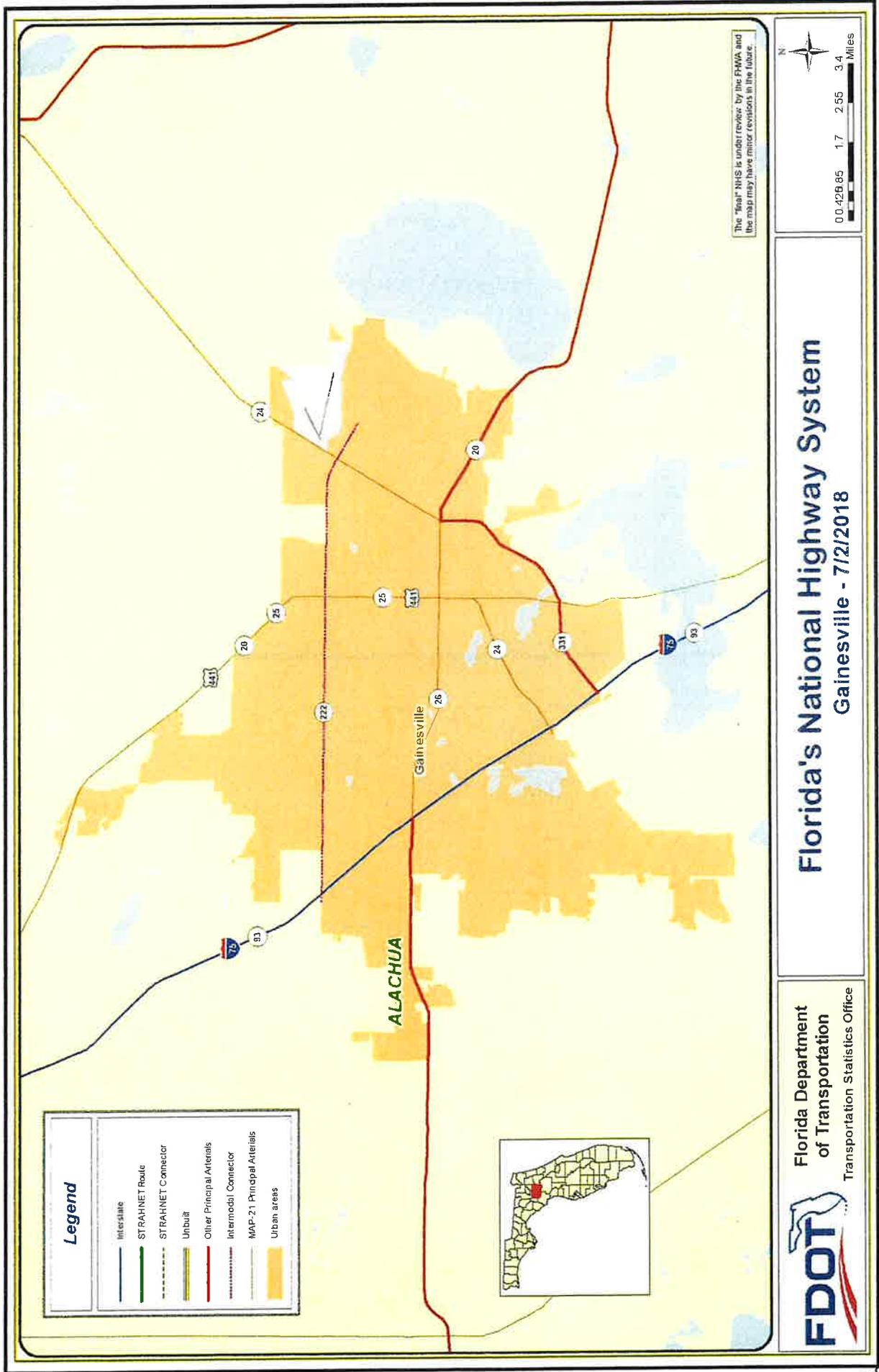
Attachments

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**EXHIBIT 1**

**National Highway System**





**EXHIBIT 2**

Rev. 7/12/17 Prepared by FHWA FL Division

\*Technical correction on due date forthcoming.

**Summary of FHWA Performance Measures Implementation Requirements in Florida**

Agency	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target, Plan, etc)	Aug 31, 2017	Dec 4, 2017	Apr 30, 2018	May 27, 2018	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	N/A	N/A	May 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
L RTP and S/TIP Due Date for Performance Measures Requirements (2 Years After Effective Date)	Apr 18, 2018 <sup>1</sup>	N/A	N/A	May 27, 2018	May 20, 2019	May 20, 2019	May 20, 2019
<b>L RTP</b>							
L RTP	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
Any L RTP Amended By May 26, 2018				N/A			
Any L RTP Amended Between May 27, 2018 and May 19, 2019	X	X	X	X			
Any L RTP Amended Between May 20, 2019 and the MPO's next L RTP adoption date 2019/2020/2021/2022 (First L RTP's Due Oct 2019)	X	X	X	X	X	X	X
Any L RTP Adopted 2019/2020/2021/2022	X	X	X	X	X	X	X
<b>S/TIP<sup>3</sup></b>							
S/TIP	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
S/TIP Effective October 1, 2017				N/A			
Any S/TIP Amended Between October 1, 2017 and May 26, 2018				N/A			
Any S/TIP Amended Between May 27, 2018 and September 30, 2018	X	X	X	X			
S/TIP Effective October 1, 2018	X	X	X	X			
Any S/TIP Amended Between Oct 1, 2018 and May 19, 2019	X	X	X	X			
Any S/TIP Amended Between May 20, 2019 and September 30, 2019	X	X	X	X	X	X	X
S/TIP Effective October 1, 2019 and Beyond	X	X	X	X	X	X	X
<b>Legend:</b>							
Related to Performance Measures (Final Rules: 3/15/16, 1/18/17, 5/19/17)							
Related to Plans the MPO Needs to Integrate per 23 CFR 306(d)(4), which may or may not have Performance Measures (Federal Register Notice: 10/14/16, Final Rule: 10/24/16)							
Related to New Planning Requirements (Final Rule: 3/27/16)							

<sup>1</sup>The 2 year implementation date for the safety PM is Apr 2018. Since the planning rule is not effective until May 2018, that is when the Safety PM is required to be implemented.  
<sup>2</sup> 6/30/2019: FDOT Submits Asset Management Plan Meeting All Requirements; 11/23/2020: FDOT must prepare an evaluation to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events prior to including any project relating to such facility in the STIP. {23 CFR 667.7(b)}  
<sup>3</sup> If targets are set and effective, the S/TIP is expected to meet the associated performance measurement requirements even if the L RTP has not yet been updated.

Next L RTP Due Dates	
October 2019: Palm Beach (16); Miami-Dade (23)	March 2021: Heartland (16)
November 2019: Hillsborough (12); North Florida (13)	June 2021: Bay (22)
December 2019: Hernando-Citrus (9); Pinellas (10); Broward (11); Pasco (11)	Feb 2022: Okaloosa-Walton (16)
September 2020: River to Sea (23)	



### EXHIBIT 3

**From:** Scott Koons  
**To:** [Mike Escalante \(escalante@ncfrpc.org\)](mailto:Mike_Escalante@ncfrpc.org)  
**Subject:** FW: Statewide PM2 and PM3 Target Notification  
**Date:** Tuesday, December 20, 2022 11:42:35 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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**From:** Neidhart, Mike [mailto:Mike.Neidhart@dot.state.fl.us]  
**Sent:** Monday, December 19, 2022 3:29 PM  
**To:** Mary Beth Washnock; Stuart, Greg; Slay, Greg; Harris, D'Juan; McLaughlin, Anne; Austin Mount; Blanton, Whit; Scott Koons; Steed, Patricia; Robert Esposito; Alden, Beth; Brian Freeman; Woods, Michael; Scott, Donald; Beth Beltran; Huttman, Gary; Boucle, Aileen; Sheffield, Jeff; Balmes, Rob; dawn.schwartz@ecrc.org; Andrew Uhlir; Mikyska, Carl; Agrawal, Parag; C Nicoulin; dave@mymmpo.org; Gillette, Georganna; buchwaldp@stlucieco.org; Reichert, Mark  
**Cc:** Gaither, Wayne; Greene, Lori; Kosheleva, Dasha; Merkle, Tanya; Perez, Edith; Peters, Victoria; Austin, Brian; Brown, Achaia; Green, Donna; Johnson, Christy; Bryant T. Paulk; Fasiska, Christine; Norat, Tony; Taylor, Marsha; Lockwood-Herrscher, Laura; Hinson, Rakinya; Taylor, Anna; Jackson, Jerry; Thomas, Curlene P.; Bredahl, Sandi; Current, Kelsey; Hackett, Jensen; Hall, Justin; Hunter, Brian; Monk, Suzanne; Brown Jr, James; Fine, Siaoisi; Scott, Carol; Williams, Victoria; Dill, Romero; Nuckols, Ryan; Macy.falcon@kimley-horn.com; cmahan@camsys.com; Kaliski, John; swalker@camsys.com; Rich Denbow; myroslava.skoroden@dot.state.fl.us  
**Subject:** Statewide PM2 and PM3 Target Notification

#### Hello Everyone:

On Friday **December 16, 2022**, FDOT established its 2- and 4-year statewide Bridge and Pavement (PM2) and System Performance (PM3) targets. Using 2021 as a baseline, the 2-year targets reflect the anticipated performance levels at the end of calendar year 2023, while the 4-year targets reflect anticipated performance at the end of 2025. No later than **June 14, 2023**, MPOs must establish their second performance period 4-year targets. MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The Consensus Planning Document summarizes the steps to take when documenting your support for the statewide targets or for documenting the data and methodology being used to establish your own targets. FDOT will be providing updated factsheets, documentation of its methodology, and the TIP template in the near future.

### PM 2: Bridge and Pavement

Bridge	2023 Target	2025 Target
Percent of NHS bridges classified as in Good condition by deck area	50.0%	50.0%
Percent of NHS bridges classified as in Poor condition by deck area	10.0%	10.0%

Pavement	2023 Target	2025 Target
Percent of Interstate pavements in Good condition	60.0%	60.0%
Percent of Interstate pavements in Poor condition	5.0%	5.0%
Percent of non-Interstate NHS pavements in Good condition	40.0%	40.0%
Percent of non-Interstate NHS pavements in Poor condition	5.0%	5.0%

### PM 3: System Performance

System Performance	2023 Target	2025 Target
Percent of Person-Miles Traveled on the Interstate that Are Reliable	75.0%	70.0%
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	50.0%	50.0%
Truck Travel Time Reliability (TTR) Index	1.75	2.00

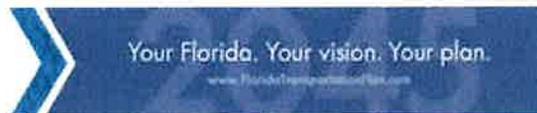
Please pass this information along to anyone I may have inadvertently overlooked. Should you have any questions regarding the PM2 and PM3 target setting process, please feel free to contact me.

Have a great day,  
Mike

**Mike Neidhart, PhD, AICP**

Metropolitan Planning Administrator  
Office of Policy Planning  
Florida Department of Transportation  
605 Suwannee Street, M.S. 28  
Tallahassee, Florida 32399-0450  
(850) 414-4905  
[Mike.Neidhart@dot.state.fl.us](mailto:Mike.Neidhart@dot.state.fl.us)

**FLORIDA**  
Transportation Plan



**Exhibit 4**

**Proposed  
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Targets**

**Bridge Target**

<b>Bridge Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of the National Highway System bridges classified as in Good condition by deck area	50.0 percent	50.0 percent
Percent of the National Highway System bridges classified as in Poor condition by deck area	10.0 percent	10.0 percent

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

**Pavement Target**

<b>Pavement Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of National Highway System Interstate pavements in Good condition	60.0 percent	60.0 percent
Percent of National Highway System Interstate pavements in Poor condition	5.0 percent	5.0 percent
Percent of National Highway System non-Interstate pavements in Good condition	40.0 percent	40.0 percent
Percent of National Highway System non-Interstate pavements in Poor condition	5.0 percent	5.0 percent

**System Performance Target**

<b>Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of person-miles travelled on the Interstate system that are reliable	75.0 percent	70.0 percent
Percent of person-miles travelled on the non-Interstate National Highway System that are reliable	50.0 percent	50.0 percent
Truck (freight) travel time reliability index	1.75	2.00

Note - Florida is an Air Quality-attainment state and federal Congestion Mitigation and Air Quality measures do not apply.





January 30, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director *SRK*  
SUBJECT: Carbon Reduction Strategy

STAFF RECOMMENDATION

**Receive Presentation.**

BACKGROUND

In support of the Infrastructure Investment and Jobs Act Carbon Reduction Program, the Florida Department of Transportation, in consultation with Florida's 27 metropolitan planning organizations, is required to develop a Carbon Reduction Strategy to reduce transportation emissions from surface transportation and submit it to the U.S. Department of Transportation by November 15, 2023.

Federal Highway Administration will require the Florida Department of Transportation and the 27 metropolitan planning organizations to establish performance measures and targets for greenhouse gas emissions. Once these targets are established, the Florida Department of Transportation and the 27 metropolitan planning organizations must show progress toward achieving the targets.

In addition, incorporating carbon reduction into long-range transportation plans is also required.

Exhibit 1 is an excerpt of the Florida Department of Transportation Carbon Reduction Strategy webpage.  
Exhibit 2 is the Florida Department of Transportation Carbon Reduction Overview.  
Exhibit 3 is the Florida Department of Transportation Carbon Reduction Quick Guide.  
Exhibit 4 is the Florida Department of Transportation Carbon Reduction Presentation Slides.

Attachments

t:\scott\sk23\mtpo\memo\carbon\_reduction\_strategy\_mtpo\_feb06.docx



## EXHIBIT 1



### Carbon Reduction Strategy

The [Infrastructure Investment and Jobs Act \(IIJA\)](#) requires FDOT, in consultation with Florida's 27 metropolitan planning organizations (MPOs), to develop a Carbon Reduction Strategy (Strategy) to reduce transportation emissions from surface transportation. This Strategy will support the IIJA's Carbon Reduction Program, which provides \$320.4 million to Florida over the next five years by doing the following:

- Support the reduction of transportation emission in the state
- Identify safe, reliable, and cost-effective options and strategies for projects
- Consider the population density and context of the state

Florida's Strategy will support Federal goals to reduce transportation emissions from on-road highway sources by:

- Reducing single-occupancy vehicle trips,
- Facilitating the use of vehicles or modes of travel that result in lower emissions, and
- Facilitating approaches to construction that result in lower emissions.

The Carbon Reduction Strategy is due to USDOT by November 15, 2023.

Several objectives within the Florida Transportation Plan (FTP) currently support statewide carbon reduction goals, and the Carbon Reduction Strategy will provide FDOT and our partners with a targeted approach to further reduce transportation emissions while delivering solutions to make our roadways safer, more efficient, and more resilient.

### Performance Measures and Targets

[A proposed rule by FHWA](#) will require the Department and MPOs to establish performance measures and targets for greenhouse gas emissions. Once these targets are established, the Department and MPOs must show progress toward achieving the targets.

Both the Strategy and performance targets require coordination between the Department and Florida's 27 MPOs.

### Funding

The IIJA established a new formula funding programs for Carbon Reduction. Formula funds are distributed to state DOTs and are not a competitive grant program.

The IIJA allocates 65 percent specifically based on population of respective cities. These funds will be distributed to their respective FDOT Districts, who will use the project priority lists provided by the local governments and MPOs to match appropriate funding sources to projects. The remaining 35 percent is available for use anywhere in the state. Currently, FDOT plans to invest those funds to increase truck parking. Truck parking needs in Florida exceed capacity throughout the state with truckers driving further and longer specifically in search of safe parking. Increasing truck parking availability, using notification systems to assist truckers with finding safe parking, and providing electrification, share, or other amenities can help reduce transportation emissions.

## Carbon Reduction Quick Guide

The Quick Guide is designed to assist MPOs in developing goals and objectives to support the reduction of transportation emissions and to identify projects that align with those goals and objectives. The Quick Guide also contains a list of resources so MPOs can easily access answers to questions regarding the implementation of the IIJA program.

- [Carbon Reduction Quick Guide](#)

## Public and Partner Engagement Plan

This Partner and Public Engagement Plan outlines the strategies that will be used to consult with the MPOs and engage with other partners and the public during the development of the Strategy. The purpose of this document is to gather and share information on the Strategy and receive valuable feedback.

- [Partner and Public Engagement Plan](#)

## MPO Meetings

Multiple opportunities in various formats are being provided to ensure a robust engagement process with the MPOs. Input is being sought through a variety of methods including surveys, questionnaires, presentations, and document reviews. The following meeting(s) focus on group discussion to receive feedback on topics including:

- Incorporating carbon reduction into LRTPs,
- Goals and objectives,
- Trends and conditions, and
- Proposed strategies.

## December 11, 2022

- [PowerPoint Presentation](#)
- [Audio Recording & Transcript](#)

## References

- [Florida Transportation Plan](#)
- [FHWA Carbon Reduction Program Fact Sheet](#)
- [23 USC 175: Carbon Reduction Program](#)

For questions or comments, please email the FDOT Office of Policy Planning at [planning@dot.state.fl.us](mailto:planning@dot.state.fl.us).

## Contact Information

April Combs, *Statewide Planning Coordinator*  
April.Combs@dot.state.fl.us  
(850) 414 - 4817

Source: FDOT Office of Policy Planning Website.



# CARBON REDUCTION STRATEGY

The Infrastructure Investment and Jobs Act (IIJA) requires FDOT, in consultation with Florida's 27 metropolitan planning organizations (MPOs), to develop a Carbon Reduction Strategy (Strategy) to reduce transportation emissions from surface transportation. This Strategy will support the IIJA's Carbon Reduction Program, which provides \$320.4 million to Florida over the next five years by doing the following:

- Support the reduction of transportation emission in the state
- Identify safe, reliable, and cost-effective options and strategies for projects
- Consider the population density and context of the state

Florida's Strategy will support Federal goals to reduce transportation emissions from on-road highway sources by:

- Reducing single-occupancy vehicle trips,
- Facilitating the use of vehicles or modes of travel that result in lower emissions, and
- Facilitating approaches to construction that result in lower emissions.

The Carbon Reduction Strategy is due to USDOT by November 15, 2023.

Several objectives within the Florida Transportation Plan (FTP) currently support statewide carbon reduction goals, and the Carbon Reduction Strategy will provide FDOT and our partners with a targeted approach to further reduce transportation emissions while delivering solutions to make our roadways safer, more efficient, and more resilient.



EXHIBIT 4

# CARBON REDUCTION STRATEGY

February 6, 2023  
Gainesville MTPo Board Meeting

## Florida Transportation Plan Alignment

SAFETY AND SECURITY FOR RESIDENTS, VISITORS AND BUSINESSES

AGILE, RESILIENT AND QUALITY TRANSPORTATION INFRASTRUCTURE

CONNECTED, EFFICIENT AND RELIABLE MOBILITY FOR PEOPLE AND FREIGHT

TRANSPORTATION CHOICES THAT IMPROVE ACCESSIBILITY AND EQUITY

TRANSPORTATION SOLUTIONS THAT STRENGTHEN FLORIDA'S ECONOMY

TRANSPORTATION SYSTEMS THAT ENHANCE FLORIDA'S COMMUNITIES

TRANSPORTATION SOLUTIONS THAT ENHANCE FLORIDA'S ENVIRONMENT

2020 FLORIDA Transportation Plan

## FTP Alignment Cont.

- Improve system connectivity.
- Increase the reliability and efficiency of people and freight trips.
- Increase alternatives to single occupancy vehicles.
- Decrease transportation-related air quality pollutants and greenhouse gas emissions.
- Increase the energy efficiency of transportation.



## Federal Goals

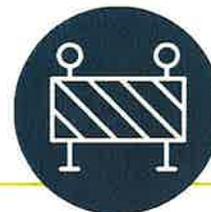
### Reduce transportation emissions by:



Reducing single-occupant vehicle trips



Facilitating the use of vehicles or modes of travel that result in lower emissions



Facilitating approaches to construction that result in lower emissions

# Carbon Reduction Strategy Approach



## L RTP Quick Guide

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- Released December 14, 2022
- Assists MPOs developing carbon reduction objectives
- Helps identify carbon reduction projects for priority lists
- Contains resources for implementation

Available at: <https://www.fdot.gov/planning/policy/carbon-reduction-strategy>



## Carbon Reduction Strategy Themes and Objectives

### Transportation Choices



Provide safe and convenient transportation options that appeal to consumers.

### Congestion Management



Improve traffic flow and reduce congestion and idling.

### Energy Efficiency and Diversification



Safely improve energy efficiency and diversify energy sources.

### Construction Practices



Reduce climate impacts from construction of transportation facilities.



## Carbon Reduction Funding



\$320.4 million in formula funding to Florida over 5 years

- 65% urbanized areas
- 35% statewide



Funding is based on population

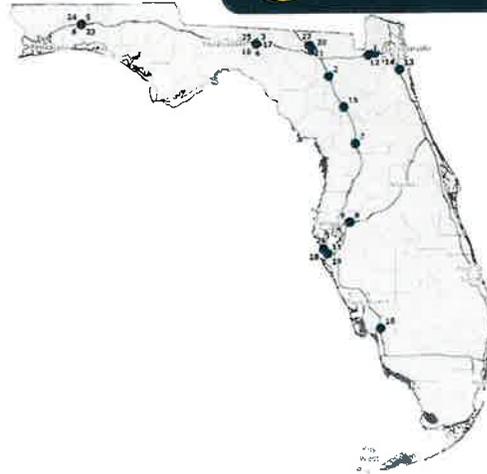
- Urbanized Areas >200,000
- Urbanized Areas 50,000-200,000
- Urban Areas 5,000-50,000
- Areas <5,000



## Truck Parking Statewide Initiative



NEW Statewide Initiative



- FY 2023
  - \$15 million, 9 facilities
- FY 2024
  - \$16 million, 9 facilities
- FY 2025
  - \$14 million, 8 facilities



## Upcoming Activities

- March TBD: Virtual MPO Meeting
- May/Early June: 2 Week Draft CRS Comment Period
- May/Early June: Virtual MPO Meeting
- July 27: MPOAC Meeting



# CARBON REDUCTION STRATEGY

*Stay Aware. Stay Alert.*



**April Combs**  
Statewide Planning Coordinator  
Phone: 850-414-4817  
Email: [April.Combs@dot.state.fl.us](mailto:April.Combs@dot.state.fl.us)

1  
1



January 30, 2023

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

**STAFF RECOMMENDATION**

**For Information Only.**

**BACKGROUND**

At its October 24, 2022 meeting, the Metropolitan Transportation Planning Organization received a presentation from the Florida Department of Transportation on passenger rail. Subsequent to the presentation, the Metropolitan Transportation Planning Organization approved a motion to:

1. *Send letters to the:*
  - A. *Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and*
  - B. *Alachua County Board of County Commissioners and the municipalities within Alachua County requesting that those jurisdictions send letters to the Florida Department of Transportation and AMTRAK encouraging reestablishment of passenger rail service to Alachua County, Florida; and*
2. *Have staff research the scope and cost for a passenger rail demand study and report back to the Metropolitan Transportation Planning Organization.*

Staff provided scope and cost information for a passenger rail demand study at the December 12, 2022. Since then, the Florida Department of Transportation has posted a draft Florida Rail System Plan Update for public comment, which closes February 3, 2023. In response to a survey, staff included the Metropolitan Transportation Planning Organization comment encouraging reestablishment of passenger rail service to Alachua County, Florida. Below is the link to the Florida Rail System Plan Update webpage:

<https://www.fdot.gov/rail/plans/railplan>

Exhibits include the:

1. Florida Department of Transportation Email Notice;
2. Draft Florida Rail System Plan Update Visual Plan;
3. Draft Florida Rail System Plan Update - Chapter 5 The State Rail Service and Investment Program; and
4. Local jurisdiction letters of support.

There are no projects scheduled for Alachua County in the Plan.

Attachments

t:\scott\sk23\mtpo\memo\passenger\_rail\_update\_feb06.docx



## EXHIBIT 1

**From:** [FDOT RAIL](#)  
**To:** [Cohen, Holly](#)  
**Cc:** [Fitzgerald, Rickey](#); [Phillips, Kelli](#)  
**Subject:** RE: FDOT Rail System Plan Update - Public Comment  
**Date:** Thursday, January 05, 2023 3:28:38 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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Good afternoon partners,

After tons of good input from our FDOT Rail and Transit Listening Sessions, many months of data gathering, analysis, and internal feedback, our updated [Rail System Plan](#) is ready for public comment!

Please visit the [Rail System Plan website](#) to view chapters and [complete the survey](#) to provide any corrections, make sure we include additional projects, etc. The public comment period will be open through Friday, February 3, 2023.

Thanks again for your partnership, and looking forward to your input to make this plan the guiding document for several years to come!



Holly Cohen, AICP  
Freight and Rail Planning Administrator  
Freight and Rail Office  
Florida Department of Transportation  
605 Suwannee Street, MS 25  
Tallahassee, Florida 32399-0450  
850.414.4954  
[Holly.Cohen@dot.state.fl.us](mailto:Holly.Cohen@dot.state.fl.us)



**From:** FDOT RAIL <[Rail@dot.state.fl.us](mailto:Rail@dot.state.fl.us)>  
**Sent:** Tuesday, June 7, 2022 4:31 PM  
**To:** Cohen, Holly <[Holly.Cohen@dot.state.fl.us](mailto:Holly.Cohen@dot.state.fl.us)>  
**Cc:** Fitzgerald, Rickey <[Rickey.Fitzgerald@dot.state.fl.us](mailto:Rickey.Fitzgerald@dot.state.fl.us)>; Stapleton, Robert <[Robert.Stapleton@dot.state.fl.us](mailto:Robert.Stapleton@dot.state.fl.us)>  
**Subject:** RE: FDOT Rail and Transit Listening Sessions

Good afternoon partners!

FDOT is hosting a [statewide webinar next Thursday, June 16, 2022 from 4:30-6:30PM EST](#) to close out the Rail and Transit Listening Session outreach in support of the Rail System Plan update.

Please consider participating, and passing along the attached message to other stakeholders!

Thanks so much!

Holly Cohen, AICP

Freight and Rail Planning Administrator  
Freight and Rail Office  
Florida Department of Transportation  
605 Suwannee Street, MS 25  
Tallahassee, Florida 32399-0450  
850.414.4954

[Holly.Cohen@dot.state.fl.us](mailto:Holly.Cohen@dot.state.fl.us)



**From:** FDOT RAIL <[Rail@dot.state.fl.us](mailto:Rail@dot.state.fl.us)>  
**Sent:** Tuesday, March 29, 2022 8:43 AM  
**To:** Cohen, Holly <[Holly.Cohen@dot.state.fl.us](mailto:Holly.Cohen@dot.state.fl.us)>  
**Cc:** Fitzgerald, Rickey <[Rickey.Fitzgerald@dot.state.fl.us](mailto:Rickey.Fitzgerald@dot.state.fl.us)>; Stapleton, Robert <[Robert.Stapleton@dot.state.fl.us](mailto:Robert.Stapleton@dot.state.fl.us)>  
**Subject:** RE: FDOT Rail and Transit Listening Sessions

Good morning,

We're so glad many of you were able to join us for the statewide webinar! It was a really good turnout, and we had several helpful comments come in via the questions/chat box that addressed both freight and passenger perspectives.

**Our in-person regional listening sessions begin TODAY in Jacksonville**, so please mark your calendars to participate if you haven't already do so! We would appreciate it if you shared the attached save the date with your customers and anyone else you think might be interested as well.

[FDOT.gov/rail-transit-listening](https://www.fl.gov/rail-transit-listening)

I look forward to seeing you soon!

Holly Cohen, AICP  
Freight and Rail Planning Administrator  
Freight and Rail Office  
Florida Department of Transportation  
605 Suwannee Street, MS 25  
Tallahassee, Florida 32399-0450  
850.414.4954

[Holly.Cohen@dot.state.fl.us](mailto:Holly.Cohen@dot.state.fl.us)



**From:** FDOT RAIL <[Rail@dot.state.fl.us](mailto:Rail@dot.state.fl.us)>  
**Sent:** Tuesday, March 8, 2022 4:12 PM  
**To:** Cohen, Holly <[Holly.Cohen@dot.state.fl.us](mailto:Holly.Cohen@dot.state.fl.us)>  
**Cc:** Fitzgerald, Rickey <[Rickey.Fitzgerald@dot.state.fl.us](mailto:Rickey.Fitzgerald@dot.state.fl.us)>; Stapleton, Robert <[Robert.Stapleton@dot.state.fl.us](mailto:Robert.Stapleton@dot.state.fl.us)>  
**Subject:** FDOT Rail and Transit Listening Sessions

Good afternoon!

FDOT has begun updating our Rail System Plan to meet the latest federal and state requirements, and we need lots of input from you to make sure it adequately captures your existing conditions and needs as well.

Please considering participating in the series of regional listening sessions designed to capture input from a wide variety of stakeholders, and forward to anyone you think would be interested as well.

Please see below to get involved in the regional outreach, and [visit our Rail Plan website](#) to follow the update process overall.

Thanks so much, and we look forward to discussing more soon!

Holly Cohen, AICP

Freight and Rail Planning Administrator  
Freight and Rail Office  
Florida Department of Transportation  
605 Suwannee Street, MS 25  
Tallahassee, Florida 32399-0450  
850.414.4954  
[Holly.Cohen@dot.state.fl.us](mailto:Holly.Cohen@dot.state.fl.us)



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We want to hear from YOU!

The Florida Department of Transportation (FDOT) Freight & Rail Office is updating the Rail System Plan, including crafting/refining passenger and freight rail strategies and identifying rail-related challenges and opportunities. Simultaneously, the FDOT Transit Office is developing a transit strategy to identify FDOT's role in a long-term vision for transit in Florida. **Considering the overarching Florida Transportation Plan strategies to complete transportation networks and prioritize people and freight mobility and the desire to achieve a seamless connection between transit and passenger rail and seamless freight movement, these offices are working together to gather stakeholder input on these efforts.**

To gather this input, the Florida Department of Transportation is holding a virtual kick-off event on March 21 from 1:00 – 3:00 (EST) to introduce the work to date and identify how you as partners and stakeholders can be a part of shaping the statewide passenger and freight rail vision as well as the transit strategies. You may register for the virtual event [here](#).

Following the kick-off event, we'll be on the road to conduct several Rail and Transit Regional Listening Sessions to better understand the regional distinctions to rail movement and transit operations. We invite you to join us at the session near you to hear a brief presentation, as well as participate in small group discussions focused on each area and identifying key roles. These sessions will provide a variety of opportunities to provide feedback in the manner that's most comfortable and convenient to you. Please review planned locations and RSVP for a regional session [here](#).

RailTransitLstngSessions\_2022







# City of Gainesville

Office of the City Manager

December 20, 2022

Rickey Fitzgerald, Office Manager  
Florida Department of Transportation Freight and Rail Office  
605 Suwanee Street  
Tallahassee, FL 32399-0450

Dear Mr. Fitzgerald:

The City of Gainesville strongly supports the reestablishment of passenger rail service to Alachua County, Florida. As the seat of the University of Florida and as a hub for health services, biotechnical engineering and innovation, and general commerce for the North Florida region, Alachua County would greatly benefit from the provision of such services.

Passenger rail would expand overall accessibility and mobility for our residents and visitors; decrease dependency on automobile travel alleviating congestion and associated environmental and safety impacts, particularly along major transportation corridors including I-75 and other Strategic Intermodal System corridors; and, spur investments in the local economy, generating new jobs and business development opportunities.

As such, investment in the expansion of passenger rail services is consistent with State and local goals and objectives, facilitating equitable, safe, and efficient transportation options. For these reasons, the City of Gainesville respectfully asks for consideration of the provision of passenger rail services to Alachua County.

Sincerely,

Cynthia W. Curry  
Interim City Manager, City of Gainesville

Cc: Lauren Poe, Mayor, City of Gainesville  
Brian Austin, Transportation Planner, FDOT  
Scott Koons, Executive Director, North Florida Regional Planning Council



SK  
ME

**Town of LaCrosse**  
PO Drawer D  
20613 N. SR 121  
LaCrosse, Florida 32658  
386-462-2784  
[mayor@townoflacrosse.net](mailto:mayor@townoflacrosse.net)

Date: January 17, 2023

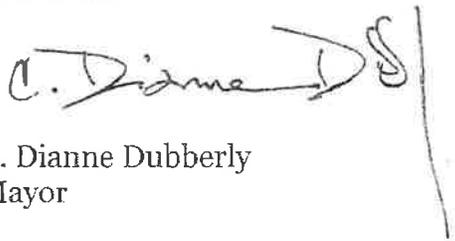
Bruno Maestri, Vice President  
AMTRAK Government Affairs and Corporate Communications  
1 Massachusetts Avenue NW, Third Floor  
Washington, DC 20001-1401

Dear Mr. Maestri,

At the January 10, 2023 meeting of the LaCrosse Town Council, the Council voted unanimously in favor of encouraging reestablishment of passenger rail service to Alachua County, Florida. Passenger rail service is regarded as a viable alternative means of transportation which can be advantageously used by the citizens of Alachua County.

I have spoken with citizens of our town who have the fondest memories of traveling by passenger train and we look forward to having, once again, rail services available for the citizens of our county.

Sincerely,



C. Dianne Dubberly  
Mayor

RECEIVED

JAN 23 2023

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

Cc: Todd Stennis, AMTRAK South Region Director  
Shannon Flaherty, AMTRAK South Region Manager  
Rickey Fitzgerald, Office Manager, Florida Department of Transportation  
Brian Austin, Transportation Planner, Florida Department of Transportation  
Scott Koons, Executive Director, North Central Florida Regional Planning Council



### 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.

<b>MTPO MEETING MONTH</b>	<b>TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]</b>	<b>B/PAB [At 7:00 p.m.]</b>	<b>MTPO MEETING</b>
<b>FEBRUARY</b>	January 18	February 2	February 6 at 3:00 p.m.
<b>APRIL</b>	March 15	March 16	April 3 at 3:00 p.m.
<b>JUNE</b>	May 17	May 18	June 5 at 5:00 p.m.
<b>AUGUST</b>	July 19	July 20	August 7 at 3:00 p.m.
<b>OCTOBER</b>	September 13	September 14	October 2 at 3:00 p.m.
<b>DECEMBER</b>	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

\*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

[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)