Meeting Packet August 5, 2024 3:00 p.m.







Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



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July 29, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Cynthia Moore Chestnut, Chair

SUBJECT: Meeting Announcement

On <u>August 5, 2024 at 3:00 p.m.</u>, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will conduct a hybrid public meeting. The meeting will be conducted via communications media technology and in the <u>John R. "Jack" Durrance Auditorium, Alachua County Administration Building</u>, Gainesville, Florida.

Attached are copies of the meeting agenda.

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

Attachments

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AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium Alachua County Administration Building Gainesville, Florida 3:00 p.m. August 5, 2024

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 *63

II. Transportation Improvement Program Amendment Federal Transit Administration Low and No Emissions
Grant Award

APPROVE JOINT RECOMMENDATION

The City of Gainesville has requested that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program for Fiscal Year 2024-25 to Fiscal Year 2028-29 to add the Low and No Emissions Grant award.

Page *81 III. Transportation Improvement Program Amendment -Roll Forward Projects APPROVE JOINT RECOMMENDATION

The Florida Department of Transportation has requested that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program for Fiscal Year 2024-25 to Fiscal Year 2028-29 to include projects with uncommitted funds from Fiscal Year 2023-24.

Page *89

IV. Unified Planning Work Program Revision - APPROVE JOINT Complete Streets Planning Study Rescheduling - RECOMMENDATION State Road 24 (Waldo Road)-State Road 331 (Williston Road) and U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard)

During discussion of the scope of services for a Complete Streets planning study for the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor, City of Gainesville staff requested that the Unified Planning Work Program for Fiscal Year 2024-25 and Fiscal Year 2025-26 be administratively revised to move the U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard) planning study to Year One (Fiscal Year 2024-25) and to move the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor planning study to Year Two (Fiscal Year 2025-26) in order to coordinate it with the current study underway in the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor.

Page *95

V. List of Priority Projects Amendment -Sweetwater Greenway Multi-Use Trail and Waldo Greenway Trail Rehabilitation

APPROVE JOINT RECOMMENDATION

City of Gainesville staff requested a revision of the List of Priority Projects for Fiscal Year 2025-26 to Fiscal Year 2029-30 to add the Sweetwater Greenway Multi-Use Trail Project and Waldo Greenway Trail Rehabilitation Project to Table 5 Discretionary Projects in order to facilitate federal grant applications.

Page *101

VI. State Road 26 (Newberry Road) Multi-Use Concept Planfrom NW 43rd Street to SW 38th Street APPROVE JOINT RECOMMENDATION

The Florida Department of Transportation has proposed an off-street multi-use path concept for multimodal mobility along State Road 26 (Newberry Road).

Page #107

VII. Alachua County Road Design Concepts -

RECEIVE PRESENTATION

Alachua County staff will make a presentation concerning design concepts for County roads.

Page #109

VIII. Metropolitan Planning Organization Staffing and Voting Structure

REVIEW INFORMATION

The Metropolitan Transportation Planning Organization requested information concerning staffing and voting structure of metropolitan planning organizations.

Back Cover IX. Next Meeting

FOR INFORMATION ONLY

The next Metropolitan Transportation Planning Organization meeting is scheduled for October 7, 2024 at 3:00 p.m.

X. Comments

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

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

D. Chair's Report*

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

^{*}No backup material included with the attached agenda material.



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CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

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

3:00 p.m. August 5, 2024

STAFF RECOMMENDATION

Page #7 **CA. 1** Minutes - June 3, 2024 APPROVE MINUTES

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

CA. 2 Proposed Budget for Fiscal Year 2024-25 Page 17

APPROVE STAFF RECOMMENDATION

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

Page *21 CA. 3 Gainesville Urban Area and Roadway Functional Classification Map Series

APPROVE STAFF RECOMMENDATION

The Florida Department of Transportation has requested approval of the Gainesville Urban Area and Roadway Functional Classification Map Series by the Metropolitan Transportation Planning Organization.

CA. 4 Citizens Advisory Committee Vacancy Page #33

APPROVE STAFF RECOMMENDATION

George Dondanville has applied to fill a vacancy on the Metropolitan Transportation Planning Organization Citizens Advisory Committee.

Page #37 CA. 5 Strategic Intermodal System Cost Feasible Plan FOR INFORMATION ONLY

The Florida Department of Transportation has posted the 2024 update of its Strategic Intermodal System Cost Feasible Plan.

Page #47 CA. 6 Transit Ridership Status Report FOR INFORMATION ONLY

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

CA. 7 Transportation Disadvantaged Program -Page #55 Status Report

FOR INFORMATION ONLY

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

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Consent

Agenda

Enclosures

MINUTES METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium Gainesville, Florida

5:00 p.m. June 3, 2024

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

IN PERSON

None

See Exhibit A

Mary Alford

Ed Book

Achaia Brown/Greg Evans

Charles Chestnut IV

Ken Cornell

Linda Dixon

Desmon Duncan-Walker

Bryan Eastman

Cynthia Moore Chestnut, Chair

Anna Prizzia

Harvey Ward

Marihelen Wheeler, Vice-Chair

STAFF PRESENT

Scott Koons

Michael Escalante

MEMBERS PRESENT
VIA COMMUNICATIONS
MEDIA TECHNOLOGY

Reina Saco

CALL TO ORDER -June 3, 2024

Chair Moore Chestnut called the meeting to order at 5:00 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

Ms. Kristen Young noted that the Consent Agenda included the Alachua Countywide Bicycle and Pedestrian Master Plan interlocal agreement with a July 1, 2024 start date.

Chair Moore Chestnut requested an update on the status of execution of the interlocal agreement by all parties.

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

II. TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2024-25 TO 2028-29

Scott Koons, Executive Director, stated that the Transportation Improvement Program is the most important document that is approved each year by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for federal and state transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in this document. He discussed the draft Transportation Improvement Program for Fiscal Years 2024-25 to 2028-29 and answered questions regarding projects.

A member suggested including a NW 83rd Street resurfacing project in the Transportation Improvement Program Appendix D.

A member recommended including the Alachua County Transportation Capital Improvement Program in the Transportation Improvement Program Appendix D.

Mr. Koons recommended the inclusion of the Alachua County Transportation Capital Improvement Program in the Transportation Improvement Program Appendix D as part of the motion to approve the Transportation Improvement Program. He reviewed proposed revisions to the draft Transportation Improvement Program.

Christina Ramos, representing Touching Hearts at Home, which has adopted NW 83rd Street, spoke in support of advancing the NW 83rd Street Resurfacing project.

Kimberly Giberti, Executive Director, The Village at Gainesville asked that the timeline of the NW 83rd Street Resurfacing project be advanced.

Loretta Neal, Senior Human Resources Director, The Village at Gainesville also spoke in support advancing the NW 83rd Street Resurfacing project.

Stephen Bounds, Student Senate President, Santa Fe College discussed concerns with the pavement condition of NW 83rd Street and supported resurfacing NW 83rd Street as soon as possible.

Dr. Paul Brody, President, Santa Fe College discussed student concerns of the existing pavement condition of NW 83rd Street, elements of the college as a destination and spoke in support of accelerating the implementation of the NW 83rd Street Resurfacing project.

MOTION: Commissioner Prizzia moved to have the Chair send a letter to the Florida Department of Transportation concerning the programming of the NW 83rd Street capacity project and to approve the Meeting Agenda and the Consent Agenda. Commissioner Alford seconded with an amendment to copy the legislative delegation.

Ramon Gavarette, Alachua County Public Works Department Director, discussed the financial and process implications for the capacity expansion of NW 83rd Street. He recommended doing the NW 83rd Street pavement management project.

Mr. Koons discussed NW 83rd Street funding eligibility. He reviewed Strategic Intermodal System criteria and answered questions.

A member suggested including in the letter a request to provide State Highway System funding on NW 83rd Street since its expansion would provide relief to the Strategic Intermodal System.

Mr. Gavarette discussed the purchase by the Alachua County Public Works Department of a small milling and resurfacing machine.

Dr. Brody stated that Santa Fe College would partner with appropriate entities to accomplish NW 83rd Street pavement improvements.

A member suggested that the Legislature consider adding NW 83rd Street to the list of roadways providing relief to the Strategic Intermodal System.

Achaia Brown, Florida Department of Transportation District 2 Planning Manager, noted that federal Surface Transportation Block Grant funds could be used towards NW 83rd Street capacity projects.

Chair Chestnut requested that staff collaborate with the Florida Department of Transportation.

Ms. Young noted that SpringHill development will also impact traffic in the area. She also noted that a priority process should be used for allocation of the federal State Transportation Block Grant funds.

A member noted that the Alachua County Capital Improvement Program is prioritized.

Mr. Gavarette discussed the scope of the NW 23rd Avenue resurfacing project. He noted it was a milling and resurfacing project that included some turnlanes and an adjacent multi-use path.

MOTION AS AMENDED:

Commissioner Prizzia moved to have the Chair send a letter to the:

- 1. Florida Department of Transportation to request that it program funding for the NW 83rd Street capacity project included in the Year 2045 Long Range Transportation Plan Cost Feasible Plan with Alachua County providing local match for design; and
- 2. Alachua County State Legislative Delegation to consider legislation to make collector roads/streets eligible for State Highway System funds for projects that relieve traffic congestion on the Strategic Intermodal System.

Commissioner Alford seconded; motion passed unanimously.

Mr. Koons restated the revised staff recommendation.

Ms. Young asked about the whether the West University Avenue project revision only affected the funding amount or also affected project scope.

Mr. Koons stated that only the amount of funding was affected by the revision. He also noted that Commissioner Reina Saco was participating remotely.

Commissioner Saco stated she was participating remotely due to illness.

MOTION: Commissioner Duncan-Walker moved to accept the reason for remote participation by Commissioner Saco. Commissioner Alford seconded; motion passed unanimously.

MOTION: Commissioner Alford moved that the Metropolitan Transportation Planning Organization:

- 1. Approve the Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program as modified to:
 - A. Incorporate review agency comments; and the additional revisions in the attached Exhibit 1;
 - B. Show projects on countywide maps; and
 - C. Delete locally funded-only project funds from the project tables in Chapter III.
- 2. Authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary to:
 - A. Strongly encourage the Florida Department of Transportation to reduce focus on capacity and throughput and instead prioritize safety, pedestrian/bicycle infrastructure, and a Vision Zero Framework; and
 - B. Request that the Florida Department of Transportation involve the Metropolitan Transportation Planning Organization in scoping of the:
 - 1) U.S. Highway 441/State Road 25 (SW 13th Street/Martin Luther King, Jr. Boulevard) Multi-Use Path Project [4455731], from Museum Road to Inner Road;
 - 2) West University Avenue Streetlighting Project [2076583], from State Road 26A (SW 2nd Avenue) to U.S. Highway 441/State Road 25 (SW 13th Street/Martin Luther King, Jr. Boulevard); and
 - 3) West University Avenue Resurfacing Project [4415201], from Gale Lemerand Drive to NW 37th Street, to encourage conversion of the roadway segment to a two lane divided roadway with adequate bicycle and pedestrian facilities.
- 3. Approve additional Transportation Improvement Program modifications to:
 - A. Incorporate the additional revisions in the attached Exhibit 3; and
 - B. Include Alachua County Transportation Capital Improvement Program projects in Appendix D.

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

City Member	Yes	No	County Member	Yes	No
			Mary ALFORD	X	
Ed BOOK	X				14
		MEL	Charles CHESTNUT IV		
		4.57	Ken CORNELL	X	
Desmon DUNCAN-WALKER	X			1874 P. E.	
Bryan EASTMAN	X			p.wa.ca	
			Anna PRIZZIA	X	
Reina SACO*	X				
Harvey WARD	X				
	l Major		Marihelen WHEELER	X	
Casey WILLETS					
Cynthia MOORE CHESTNUT	X				
Totals	7	0		5	0

Motion passed unanimously.

III. METROPOLITAN PLANNING ORGANIZATION STAFFING AND VOTING STRUCTURE

Mr. Koons introduced Mark Reichert, Executive Director, Metropolitan Planning Organization Advisory Council and noted that Commissioner Wheeler was currently serving as the Metropolitan Planning Organization Advisory Council Policy Board representative.

Mr. Reichert made a presentation concerning metropolitan planning organization responsibilities and organizational structure and answered questions.

A member discussed concerns of state legislative efforts to eliminate the Metropolitan Planning Organization Advisory Council.

Mr. Reichert reviewed the legislative efforts to eliminate the Metropolitan Planning Organization Advisory Council. He noted that metropolitan planning organizations were created by federal legislation and cannot be eliminated by state legislation.

A member discussed a proposal to transition to a semi-independent metropolitan planning organization.

Several members discussed the existing staffing structure and the proposal to transition to a semi-independent metropolitan planning organization.

Ms. Young spoke concerning the metropolitan planning organization staffing.

MOTION: Commissioner Cornell moved to defer until the next meeting discussion of a proposal for a semi-independent metropolitan planning organization and refer the proposal to Alachua County, City of Gainesville, Florida Department of Transportation and Metropolitan Transportation Planning Organization staffs for comment. Commissioner Duncan-Walker seconded; motion passed 9 to 3, with Commissioners Book, Chestnut IV and Moore Chestnut in dissent.

IV. NW 83RD STREET RESURFACING STATUS

There was no additional discussion concerning NW 83rd Street since issues were discussed during review of the draft Transportation Improvement program.

VII. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons stated that the next scheduled meeting is August 5, 2024 at 3:00 p.m.

VIII. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

There was no Florida Department of Transportation Report.

B. PUBLIC COMMENTS

There were no additional comments from the public participating in the meeting,

C. METROPOLITAN TRANSPORTATION P	LANNING ORGANIZATION MEMBERS			
There were no member comments.				
D. CHAIR'S REPORT				
There was no Chair's Report.				
ADJOURNMENT - The meeting was adjourned at 7:07 p.m.				
Date	Casey Willits, Secretary/Treasurer			

EXHIBIT A

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Doug Bagby Andrew Bourds Paul Brody Joey Giberti Kim Giberti John Hooker Liam McClay Loretta Neal Christina Ramos Kristen Young	Mari Daniels Ramon Gavarette Corbin Hanson* Alison Moss Alan Yeatter	Jesus Gomez Deborah Leistner Andrew Persons	Romero Dill Donna Green Hillary Laskey Michael Niedhart Mark Reichert

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^{*} Via communications media technology # Provided written comments

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Metropolitan Transportation Planning Organization Minutes June 3, 2024

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CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium Alachua County Administration Building Gainesville, Florida 5:00 p.m. June 3, 2024

STAFF RECOMMENDATION

Page *7 CA. 1 Minutes - May 13, 2024

APPROVE MINUTES

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

Page *17 CA. 2 Interlocal Agreement for Alachua Countywide Bicycle and Pedestrian Master Plan APPROVE STAFF RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to enter into an interlocal agreement with Alachua County, City of Gainesville and University of Florida for preparation of the Alachua Countywide Bicycle and Pedestrian Master Plan.

Page #33 CA. 3 Transit Ridership Status Report

FOR INFORMATION ONLY

The Metropolitan Transportation Planning Organization ridership reports to monitor ridership recovery from the Covid-19 Pandemic.

Page *47 CA. 4 Year 2050 Long-Range Transportation Plan Update - FOR INFORMATION ONLY Concerns and Recommendations Letter

The Metropolitan Transportation Planning Organization needs to complete the Year 2050 Long- Range Transportation Plan Update by August 24, 2025.

Page *45 CA. 5 Transportation Disadvantaged Program - Status Report

FOR INFORMATION ONLY

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



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North Central Florida Regional **Planning** Council

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July 29, 2024

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TO:

Scott R. Koons, AICP, Executive Director FROM:

Proposed Budget for Fiscal Year 2024-25 SUBJECT:

STAFF RECOMMENDATION:

Adopt the budget for Fiscal Year 2024-25 as recommended by staff.

BACKGROUND:

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

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

Attachment

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

BUDGET

Fiscal Year October 1, 2024 to September 30, 2025 Proposed August 5, 2024

REVENUE

Di di Di di di GTurana dalam	\$ 1,596,700
Florida Department of Transportation	\$ 1,590,700
Florida Transportation Disadvantaged Commission	28,400
Alachua County - Local Contribution	9,600
City of Gainesville -Local Contribution	14,400
In-Kind Contributions (Florida Department of Transportation)	352,100
TOTAL REVENUE	\$ 2,001,200
<u>EXPENSES</u>	
Contractual Services	\$ 1,628,600
Legal Advertisements	9,500
Audit	8,500
Travel	2,000
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	<u>352,100</u>
TOTAL EXPENSES	\$ 2,001,200



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July 29, 2024

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TO:

Scott R. Koons, AICP, Executive Director FROM:

Gainesville Urban Area and Roadway Functional Classification Map Series SUBJECT:

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation include the recently completed SW 62nd Boulevard Connector segment in the Gainesville Urban Area and Roadway Functional Classification Map Series (Alachua Countywide Gainesville Metropolitan Planning Area Map, Alachua County Map and Gainesville, Florida Map), with the Bicycle/Pedestrian Advisory Board specifying the facility to be a minor collector.

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization:

- Approve and authorize its Chair to sign the Gainesville Urban Area and Roadway Functional Classification Map Series for the Alachua Countywide Gainesville Metropolitan Planning Area Map, Alachua County Map and Gainesville, Florida Map; and
- Authorize its Chair to send a letter to the Florida Department of Transportation requesting to include, as soon as possible, the recently completed SW 62nd Boulevard Connector segment in the Gainesville Urban Area and Roadway Functional Classification Map Series (Alachua Countywide Gainesville Metropolitan Planning Area Map, Alachua County Map and Gainesville, Florida Map) as determined by appropriate functional classification evaluation.

BACKGROUND

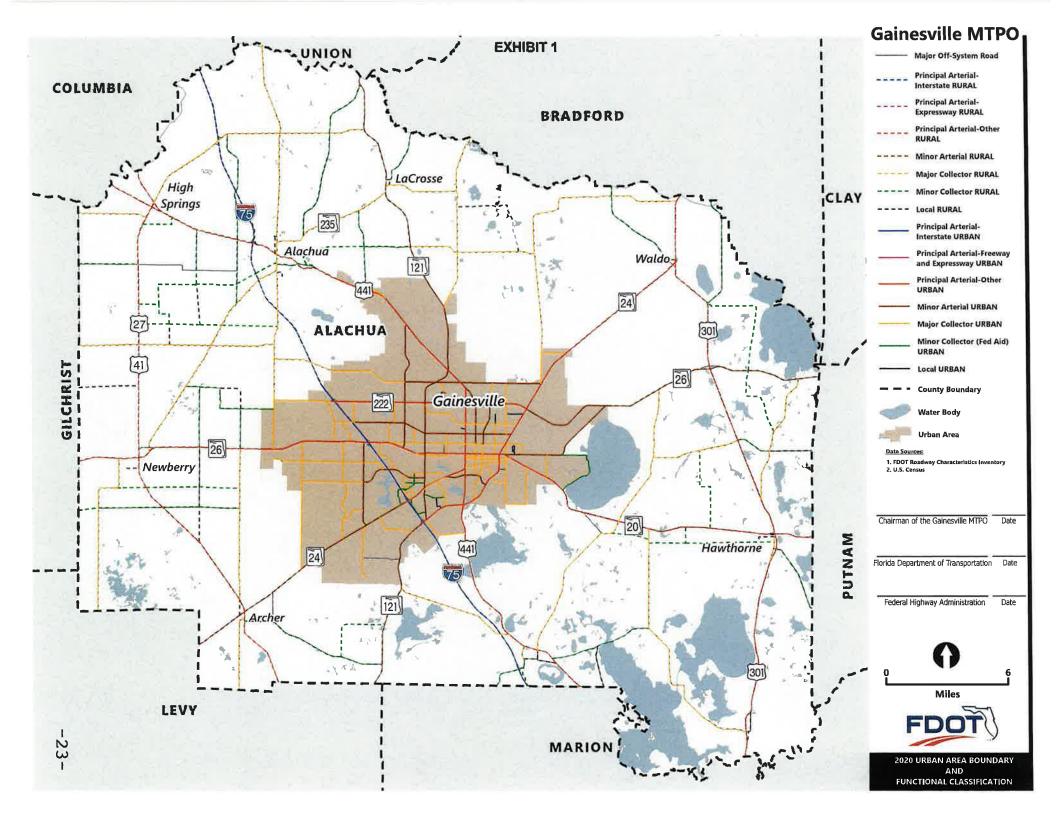
The Florida Department of Transportation is responsible for providing the Federal Highway Administration with the adjusted urban area and functional classification map. It recently updated the Gainesville Urban Area and Roadway Functional Classification Map Series based on the 2020 Census and the Metropolitan Transportation Planning Organization-approved Reapportionment Plan. The following exhibits in the map series include:

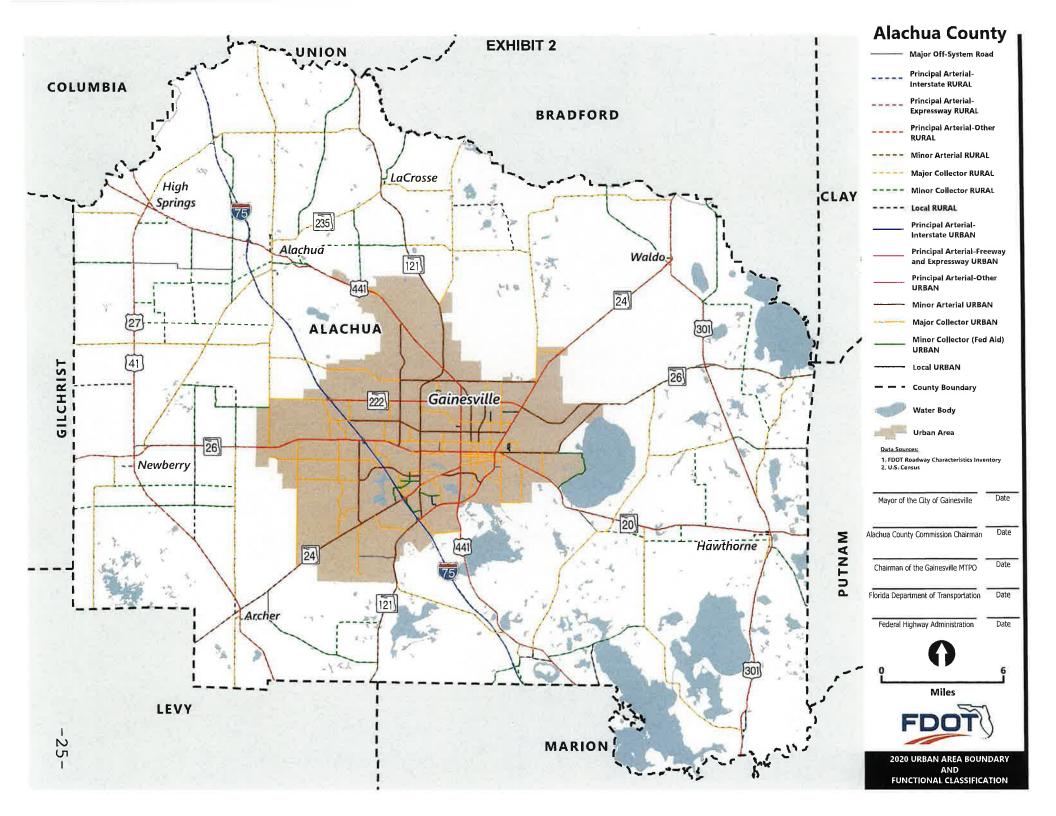
- 1. Gainesville Metropolitan Transportation Planning Organization;
- Alachua County; and
- Gainesville, Florida.

In addition, Exhibit 4 is the Florida Department of Transportation response to revising the draft map series and Exhibit 5 is the City of Gainesville-provided graphic of the SW 62nd Boulevard Connector segment. Please note that the SW 62 Boulevard Connector Interim 2-Lane Project is identified in the Long-Range Transportation Plan road network.

Attachments

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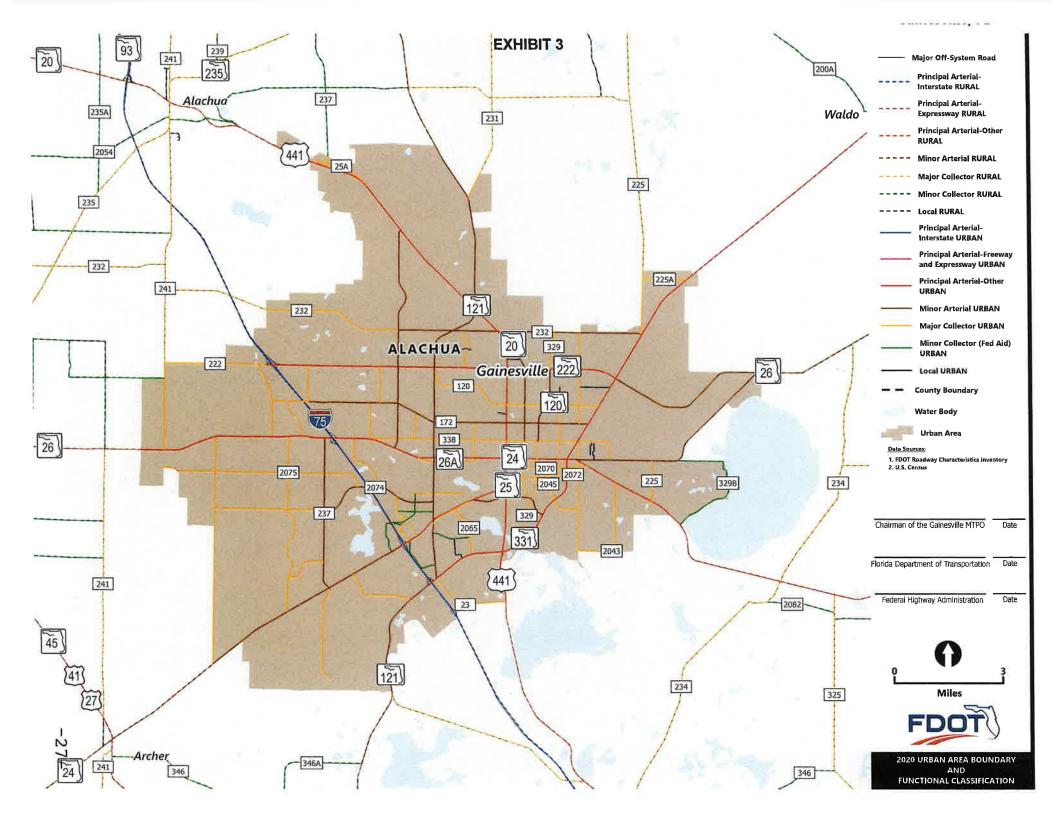


EXHIBIT 4

From: Brown, Achaia
To: Mike Escalante

Subject: FW: Gainesville Urban Area and Functional Classification Map Revision

Date: Wednesday, July 24, 2024 8:39:45 AM

From: Brown, Achaia

Sent: Tuesday, July 23, 2024 10:47 AM **To:** Mike Escalante <escalante@ncfrpc.org>

Cc: Knight, James < James. Knight@dot.state.fl.us>; Waterman, Brian

<Brian.Waterman@hdrinc.com>; Koons, Scott <koons@ncfrpc.org>; leistnerdl@cityofgainesville.org; Alison Moss <amoss@alachuacounty.us>; Wood, Seth M <WoodSM@cityofgainesville.org>; Kutney,

Victoria < Victoria. Kutney@dot.state.fl.us>; Dixon, Derek < derek.dixon@dot.state.fl.us>

Subject: RE: Gainesville Urban Area and Functional Classification Map Revision

Mike -

This segment was not constructed at the time of the request. Even as recently as April of this year, it was not complete. It is a requirement for the road to be fully constructed to be considered (because you must know the AADT to classify it).

We will not be able to put it in this package to classify it above local. We have to create a Roadway ID, add to our FDOT 5-year RCI Inventory, and collect traffic counts. The internal FDOT requirements will take significantly longer than the 6-day window mentioned below and there simply is not enough time. We can reevaluate it in the next Census Update to see if it warrants a collector classification.

Thank you,

Achaia Brown

Transportation Planning Manager Florida Department of Transportation 2198 Edison Avenue, MS 2806 Jacksonville, FL 32204-2730 (904) 360-5414 Achaia.Brown@dot.state.fl.us



From: Mike Escalante < escalante@ncfrpc.org >

Sent: Friday, July 19, 2024 12:55 PM

To: Brown, Achaia < Achaia. Brown@dot.state.fl.us>

Cc: Knight, James < James Knight@dot state fl.us >; Waterman, Brian

<Brian.Waterman@hdrinc.com>; Koons, Scott <koons@ncfrpc.org>;

leistnerdl@cityofgainesville.org; Alison Moss amoss@alachuacounty.us; Wood, Seth M

< WoodSM@cityofgainesville.org>

Subject: Gainesville Urban Area and Functional Classification Map Revision

EXTERNAL SENDER: Use caution with links and attachments.

Achaia

MTPO Advisory Committees have endorsed the City of Gainesville recommendation to add the completed SW 62nd Connector segment to the Gainesville Urban Area and Functional Classification Map [see attached Exhibit 1]. The Bicycle/Pedestrian Advisory Board suggested Urban Minor Collector designation.

If this can be accomplished at staff level, please do so. If this can be done by the July 29, 2024 MTPO Meeting Packet Posting Date, please provide the revised map series.

If this recommendation requires MTPO endorsement, please let me know so we can update the MTPO agenda item for its August 5, 2024 meeting.

Michael B. Escalante Senior Planner North Central Florida Regional Planning Council 2009 NW 67th Place, Gainesville, FL 32653-1603 Voice: 352.955.2200, ext. 114

Fax: 352.955.2209

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

EXHIBIT 5

From: Leistner, Deborah L

To: Mike Escalante; Waterman, Brian

Cc: Brown, Achaia; Gomez, Jesus M; Scott Koons; James.Knight@dot.state.fl.us

Subject: RE: [EXTERNAL] RE: Gainesville MTPO Functional Classification Map

Date: Thursday, July 18, 2024 12:00:16 PM

Mike -

The request was for the addition of a segment of SW 62nd Blvd, between SW 20th Ave and SW 43rd St (see figure below). This project has been in the works since the late 1990's and construction was recently completed. During the review/comment process for the functional classification maps earlier this year we identified this as a need; the project was under construction at the time and perhaps that was the reason for the omission.



Please let me know what information is needed; I can provide plans etc.

Regards, Debbie

Debbie Leistner, PTP | Transportation Planning & Parking Manager

Department of Transportation | City of Gainesville

desk 352-393-8412

email leistnerdl@gainesvillefl.gov

Note: Under Florida law, e-mail addresses are public records, If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.



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July 29, 2024

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TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons, AICP, Executive Director &

SUBJECT:

Citizens Advisory Committee Vacant Position

STAFF RECOMMENDATION

Appoint George Dondanville to the Citizens Advisory Committee for a term ending December 31, 2026.

BACKGROUND

George Dondanville has applied to serve on the Citizens Advisory Committee. His application for appointment is attached as Exhibit 1.

Attachment

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE APPLICATION

Please return to:	É
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area c/o North Central Florida Regional Planning Council 2009 NW 67th Place Gainesville, FL 32653-1603	Date: July 1, 2024
NAME George Dondanville ADDRESS 430 NW 48th Bird. CITY/STATE/ZIPCODE Gainesville, FL EMAIL George Dondanville @ Com TELEPHONE (HOME) (WORK) (CELL) 239-262-0047 HOW LONG A RESIDENT OF ALACHUA COUNT ARE YOU CURRENTLY AN ELECTED OFFICIAL OCCUPATION Reticed EDUCATION BA., University of Dense;	Y? 1/27/24 YEARS
TRAINING OR EXPERIENCE RELATED TO ACTI Served on Citizens Bike/Ped Advisor 1994-1996). Helped write 1st Bike In 1990's helped establish Naples multimodal transportation in Coll. Owned both a bike snop (1987-1992). PAST CIVIC AND PROFESSIONAL ACCOMPLISH See # 1 + * 2 above. Graduate 20 Served as member + chair of Parks+ Served as member + chair of Citizen I will attend meetings in accordance with the adopted I Planning Organization for the Gainesville Urbanized A interests conflict with the interests of this board or con activities from which I may receive financial benefit. constitute a conflict of interest, I will declare a conflict (Form 8B). Additional information on me may be seen and telephone number) Seth Nood, ED Gainesville Bike I * Anita Jenkins, CRA Administrator Jiil Cunningham 2111 NW 204	VITIES FOR THIS APPOINTMENT TY Board to Collier County MPO 1990-1996 (Charled Master Plan. Pathways Coalition which has advocated for County since its formation. and then arunning store (1992-2012) IMENTS OR HONORS 24 Alachua County Citizens Academy. Recreation Advisory Board City of Naples. As Advisory Board to City of Naples CRA. Bylaws of the Metropolitan Transportation Area. If at any time my business or professional mmittee, I will not advocate for any projects or Should any business of this board or committee t of interest and submit a Conflict of Interest Form ured from: (List three references - name, address, Ped. Advisory Board 352-393-8134 735 8+h Streets Naples, FL 34102 239-213-1030
Additional information may	y be attached to this form * see a Hacked letter.



COMMUNITY REDEVELOPMENT AGENCY

TELEPHONE (239) 213-1030 • FACSIMILE (239) 213-1033 735 EIGHTH STREET SOUTH • NAPLES, FLORIDA 34102-6796

June 24, 2024

To Whom It May Concern,

I am writing to enthusiastically recommend Mr. George Dondanville to serve as a member of your advisory board. I have had the pleasure of working closely with George since the early 1990s when I began my career as the Collier County MPO Bike Ped Coordinator, and George served as a dedicated member of the MPO Bike Ped Advisory Committee.

During his tenure on the Bike Ped Advisory Committee, George played a pivotal role in shaping Collier County's first Bike Ped Master Plan and spearheading the adoption of the initial Traffic Calming Program. His commitment and expertise significantly contributed to the advancement of pedestrian and bicycle infrastructure in our community.

Furthermore, George's leadership extends beyond his involvement with the MPO Bike Ped Advisory Board. In 2020, he assumed a role on the City of Naples Community Redevelopment Agency Advisory Board (CRAAB) and was subsequently elected as CRAAB Chair. Under his guidance, the CRAAB achieved success with the implementation of micro-transit initiatives, enhancement of corridor infrastructure for complete streets, establishment of a residential improvement program aimed at preserving affordable housing, and the development of the celebrated Naples Design District Master Plan. Throughout his tenure as CRAAB Chair, George consistently demonstrated exceptional organizational skills and facilitated productive meetings with finesse.

With his wealth of experience and unwavering dedication to civic engagement, George will undoubtedly make a valuable addition to the City of Gainesville Bicycle and Pedestrian Advisory Board. I have every confidence that he will excel in this role and continue to make significant contributions advocating for pedestrians and cyclists.

Respectfully,

Anita Jenkins, CRA Administrator

Go Gators!



derving Alachida

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

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

July 29, 2024

Council

North

Central

Florida

Regional Planning

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Strategic Intermodal System Cost Feasible Plan

STAFF RECOMMENDATION

FOR INFORMATION ONLY.

BACKGROUND

The Florida Department of Transportation recently announced the completion of its 2024 update of the Strategic Intermodal System Cost Feasible Plan. Attached as Exhibit 1 are excerpted pages from the plan showing Strategic Intermodal System projects in District 2, which includes Alachua County. Below is the link to the entire plan:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis cfp 2035-2050 pdc.pdf?sfvrsn=907d4836 1

Please note that the Strategic Intermodal System projects within Alachua County will be part of the Year 2050 Long-Range Transportation Plan Update.

In addition, excerpted District 2 pages from the 2023 Strategic Intermodal System First Five-Year Plan (Exhibit 2) and the 2023 Strategic Intermodal System Second Five-Year Plan (Exhibit 3) are provided.

Attachments

STRATEGIC INTERMODAL SYSTEM

3419 4-75

3878 LS 41/15 44)

3312 US 441 US-41/US-441

3301 I-75 SR-222 US-441

Cost Feasible Plan

EXHIBIT 1

3856 US 301 of Crowlord Rd.

> 3303 58-23 58-23 3876 6-10 311-295

> > 3889 1-295 Collins Rd.

3886 1-275

3643 l-295 Bu

1

3418 1-75

1154 I-75

3305 1-75 Martian County Une \$R-121 3883 15%

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation Systems Implementation Office





LEGEND

PROJECT LABELS



Note: Project Limits are approximate. See table for further details

IMPROVEMENTS - HIGHEST FUNDING PHASE

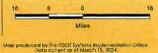


OTHER FEATURES









_=39-

DISTRICT 2



חו	FACILITY	FROM	то		Design		Right of	Way / Constr	uction	P3	3 Funds	IMPRV
,,,,	TAGETT	TROW	10	POE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr #Yrs	TYPE
3876	1-10	at i-295			8,200	8,200		102,352	102,352			M-INCH
3303	1-10	\$R-23	I-295		15,822	15,822		85,701	85,701			A2-8
3888	1-295	N of New Kings Road	S of I-95 N Interchange					116,545	116,545			MGLANE
3886	1-295	South of US 17	SR 21 (Blanding Boulevard)					206,528	206,528			MGLANE
3889	1-295	N of Collins Road	N of Commonwealth	1,000	57,499	58,499						A2-8
3632	1-295	\$ of SR 105 (Heckscher Drive)	N of Pulaski Road	536	1,880	2,416						A2-6
3643	I-295 (Buckman Bridge)	5 of US 17	SR 21 (Blanding Boulevard)	1,500		1,500						A4-12
1154	1-75	at SR-121 (Williston Road)						17,082	17,082			M-INCH
3878	I-75	US 41 / US 441	US 90	1,500		1,500			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			MGLANE
3419	I-75	N of US-90	N of I-10	1,315		1,315						MGLANE
3312	I-75	US 441 (Alachua)	US-41 / US-441 (Ellisville)	1,515		1,515						MGLANE
3301	i-75	5R-222 (NW 39th Avenue)	US-441 (Alachua)	1,500		1,500						A2-MGL
3418	1-75	5 of SR 121 (Williston Road)	N of SR 222 (39 Avenue)		59,858	59,858	33,539	786,647	820.186			MGLANE
3305	1-75	Marion / Alachua County Line	SR-121 / Williston Road		35,845	35,845						MGLANE
3883	1-95	US 90 (Beaver Street)	US 1 (SR 115 / MLK)		12,719	12,719		150,435	150,435			A2-AUX
3445	1-95	N of SR-115 (MLK)	S of SR-105	1,500	72,304	73,804	42,199	395,842	438,041			MGLANE
3856	US 301	at Crawford Road		7/555	365	365	699	333,042	699			M-INT

Funded CFP District Totals 274,858 1,937,569 = 2,212,427

LEGEND



NOTES

- (1) All values in thousands of Present Day Dollars (2024).

- (1) All values in thousands of Present Day Dollars (2024).

 (2) All phase costs shown as supplied by each District.

 (3) CON includes both Construction (CON52) and Construction Support (CEI),

 (4) ROW includes both Right-of-Way Acquisition/Milligation (ROW43/45) and Right-of-Way Support.

 (5) "P3 Funds" Used to fund Public-Private Partnership projects over a specified number of years.

 (6) Revenue forecast provides separate values for PDE and PE Ihan for ROW and CON.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3 A2-4: Add 2 Lanes to Build 4 A2-6: Add 2 Lanes to Build 6 A2-8 Add 2 Lanes to Build 8 A2-10: Add 2 Lanes to Build 10 A4-6; Add 4 Lanes to Build 6 A4-8: Add 4 Lanes to Build 8

A4-10: Add 4 Lanes to Build 10 A4-12: Add 4 Lanes to Build 12 A1-AUX: Add 1 Auxilliary Lane A2-AUX: Add 2 Auxilliary Lanes A2-SUL: Add 2 Special Use Lanes A4-SUL: Add 4 Special Use Lanes A2-MGL: Add 2 Managed Lanes

ACCESS: Access Change BRIDGE: New / Modify Bridge FRTCAP: Freight Capacity GRASEP: Grade Separation HWYCAP: Highway Capacity ITS: Intelligent Transp. System MGLANE: Managed Lanes M-INCH: Modify Interchange M-INT: Modify Intersection

N-INCH: New Interchange NR: New Road PDE: Project Dev. and Env. PTERM: Passenger Terminal SERVE: Add Svc/Front/CD System STUDY/PLAN: Planning Study TRUKPK: Truck Parking TURN: Add Turn Lane UP: Ultimate Plan



SIS ADOPTED 1ST FIVE YEAR PROGRAM

District 2 Interstate Plan





EXHIBIT 2

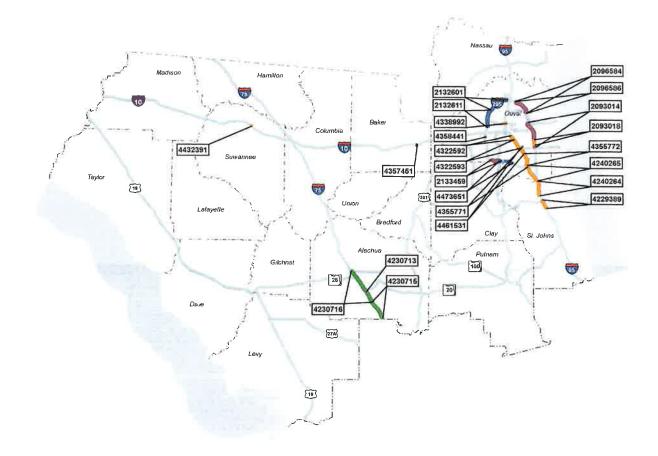
FM 0	COUNTY		WORK MIX	IMPROVEMENT TYPE						TOTAL STATE	TOTAL DISTRICT	TOTAL LOCAL		TOTAL COS	ST BY PHASE	ROLL-UP	
ITEMSEG	NAME	FACILITY	DESCRIPTION	DESCRIPTION	2024	2025	2026	2027	2028	MANAGED	MANAGED	FUNDS	PD&E	PE	ENV	ROW	CON ML
4357451	Baker	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS	0236 INTERCHANGE - ADD LANES	M-INCH: MODIFY INTERCHANGE	\$192	\$0	\$0	50	\$0	\$0	\$192	\$0	\$0	\$5	\$0	\$17	\$170
4432391	Suwannee	I-10(SR8) (9 SR51(US129)	0236: INTERCHANGE - ADD LANES	M-INCH: MODIFY INTERCHANGE	\$29	\$13,083	\$0	\$0	50	\$12,917	\$195	\$0	\$1	\$27	50	\$0	\$13,083
4358441	Duval	I-295(SR9A) @ SR228(NORMANDY BLVD) OPERATIONAL IMPROVEMENTS	0236: INTERCHANGE - ADD LANES	M-INCH: MODIFY INTERCHANGE	\$73	50	\$0	50	\$0	\$72	\$1	\$0	\$0	\$1	\$0	\$0.	\$72
4473651	Duval	I-295(SR9A) BUCKMAN BRIDGE WIDENING BRIDGE 720249 AND 720343	0025: BRIDGE - REHAB AND ADD LANES	BRIDGE BRIDGE	\$73	50	\$0	\$0	\$0	\$0	\$73	\$0	\$0	573	\$0	\$0	\$0
2132601	Duyal	I-295(SR9A) FROM N OF NEW KINGS RD TO S OF I-95 N INTERCHANGE	0213: ADD LANES AND RECONSTRUCT	A2-8 ADD 2 TO BUILD 8 LANES	\$46	\$0	\$0		\$14,447	\$14,447	\$46	\$0	\$46	\$14,447	\$0	\$0	\$0
2132611	Duval	1-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	0213: ADD LANES AND RECONSTRUCT	A2-8 ADD 2 TO BUILD 8 LANES	\$41	\$0			\$11,028	\$11,028	\$41	\$0	\$41	\$11,028	\$0	\$0	\$0
2096586	Duval	1-295(SR9A) FROM S OF SR105(HECKSCHER DR) TO N OF PULASKI RD	0218: ADD LANES AND REHABILITATE PVMT	A2-4: ADD 2 TO BUILD 4 LANES	\$100	SO.	\$0	50	\$0	\$0	\$100	\$0	\$37	\$63	\$0	\$0	\$0
2093014	Duval	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB	0213: ADD LANES AND RECONSTRUCT	A2-4: ADD 2 TO BUILD 4 LANES	\$11,508	\$5,289	\$0	\$0	\$0	\$16,723	\$75	\$0	\$32	\$20	50	\$16,746	\$0
2133459	Duval	I-295(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)	0213: ADD LANES AND RECONSTRUCT	A2-8 ADD 2 TO BUILD 8 LANES	597	\$4,678	52,983	50	\$0	\$6,820	\$938	\$0	\$28	\$69	\$0	\$7,660	\$0
2093018	Duval	I-295(SR9A) FROM SR212(BEACH BLVD) TO SR202(JTB)	0213: ADD LANES AND RECONSTRUCT	A1-3: ADD 1 TO BUILD 3 LANES	\$349	\$0	\$0	\$0	\$0	50	\$349	\$0	\$12	\$25	\$0	\$0	\$312
2096584	Duval	I-295(SR9A) FROM: S OF SR105(HECKSCHER DR.) TO N OF PULASKI RD	0218: ADD LANES AND REHABILITATE PVMT	A2-6: ADD 2 TO BUILD 6 LANES	\$8,366	20	\$0	\$0	\$0	\$7,726	\$640	\$0	\$0	\$36	\$0	\$8,330	\$0
4230713	Alachua	I-75(SR93) @ SR121	0236: INTERCHANGE - ADD LANES	M-INCH: MODIFY INTERCHANGE	\$881	\$2,206	\$0	\$0	\$0	\$2,912	\$175	\$0	\$0	\$172	\$0	\$2,915	\$0
4230716	Alachua	I-75(SR93) FROM IS OF SR121(WILLISTON RD) TO: NORTH OF SR222(39 AVE)	0213: ADD LANES AND RECONSTRUCT	A2 8 ADD 2 TO BUILD 8 LANES	\$77	\$0	\$0	50	\$0	\$0	\$77	50	\$77	\$0	50	\$0	\$0
4230715	Alachua	175(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)	0213. ADD LANES AND RECONSTRUCT	A4-10: ADD 4 TO BUILD 10 LANES	\$0	\$0	\$0	\$1,550	\$0	\$0	\$1,550	\$0	\$1,550	50	\$0	\$0	\$0
4338992	Duval	I-95(SR9) @ SR115(US1)ML KING/20TH STREET	0236: INTERCHANGE - ADD LANES	M-INCH: MODIFY INTERCHANGE	\$1,629	\$0	30	\$0	\$0	\$0	\$1,629	\$0	\$0	\$0	50	\$0	\$1,629
4355772	Duval	F95(SR9) FROM I-295(SR9A) TO SR152(BAYMEADOWS RD)	0213: ADD LANES AND RECONSTRUCT	A2-5 ADD 2 TO BUILD 5 LANES	\$189,289	\$0	\$0	\$0	\$0	\$188,953	\$23	\$313	\$0	\$50	\$0	\$1,833	\$187,406
4240264	St. Johns	I-95(SR9) FROM NORTH OF THE FCE INTERCHANGE TO THE DUVAL COUNTY LINE	0213: ADD LANES AND RECONSTRUCT	A2-8: ADD 2 TO BUILD 8 LANES	\$45	\$307,747	\$0	\$0	\$0	\$303,967	\$45	\$3,780	\$0	\$2,335	\$0	\$0	\$305,457
4229389	St. Johns	I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHANGE	0213: ADD LANES AND RECONSTRUCT	A4-10: ADD 4 TO BUILD 10 LANES	\$20	\$124,158	\$0	\$0	50	\$124,158	520	\$0	\$0	\$950	50	\$0	\$123,218
4322592	Duval	I-95(SR9) FROM SOUTH OF SR126(EMERSON ST) TO ATLANTIC BLVD	0213: ADD LANES AND RECONSTRUCT	A2-4: ADD 2 TO BUILD 4 LANES	\$13,091	50	\$4,022	\$0	\$0	\$17,018	\$95	50	\$0	51	\$0	\$7,165	\$9,947
4322593	Duval	I-95(SR9) FROM SOUTH OF SR202(JT BUTLER) TO SOUTH OF SR126(EMERSON ST)	0213: ADD LANES AND RECONSTRUCT	A2-4: ADD 2 TO BUILD 4 LANES	\$132	\$80,985	\$949	\$0	\$0	\$62,057	\$9	\$0	\$0	\$648	\$0	\$0	
4461531	Duval	L95(SR9) FROM: BAYMEADOWS ROAD TO: SR202(J.T.BUTLER BLVD)	0213: ADD LANES AND RECONSTRUCT	A1-4; ADD 1 TO BUILD 4 LANES	\$13	\$41,292	\$0	50	\$0	\$40,991	\$0	\$313	\$0	\$495	\$0	\$0	\$40,809
4355771	Duvat	I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)	0213, ADD LANES AND RECONSTRUCT	A2-6 ADD 2 TO BUILD 6 LANES	\$132	30	\$0	50	\$0	\$0	\$132	\$0	\$4	\$128	\$0	\$0	\$0
4240265	Duval	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)	0213: ADD LANES AND RECONSTRUCT	A2-8: ADD 2 TO BUILD 8 LANES	\$267	\$245,109	\$3,327	50	50	\$247,123	\$17	\$1,583	50	\$254	\$0	513	
1				ANNUAL TOTALS	\$226,450	\$804,547	\$11,261	\$1,550	\$25,475	\$1,056,912	\$6,422	\$5,969	51,828	\$30,837	50	\$44,679	\$991,957



PD&E=Project Development & Environmental; Phase Group - 2 and Phase Type - all but 9
EE=Preliminary Engineering; Phase Group - 3; Phase Type - all but 9
ENV=EnvironmentalMitigation: Phase Group - C; Phase Type - all but 9

ROW=Right-of-Way; Phase Group - 4 and all Phase Type - all but 9
CON=Construction and Support (may include Grants); Phase Group - 5 & 6 and Phase Type - all but 9
MLD=Missing project location (project not in map)

- (1) All Values in Thousands of "As Programmed" Dollars
- (2) Project cost are subject to change
- (3) TOTAL LOCAL FUNDS include all funds that start with LF fund code





STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2023/2024 through FY 2027/2028 (as of July 1, 2023)

Legend

Project Phase

Project Development & Environment

Environmental Mitigation

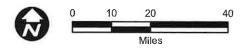
Preliminary Engineering

Right-Of-Way

Construction

Notes

Projects color coded by highest project phase. Some projects may overlap on map. Project costs are subject to change.











SIS ADOPTED 1ST FIVE YEAR PROGRAM

District 2 Non-Interstate Plan





										TOTAL.	TOTAL	TOTAL		TOTAL COST	BY PHASE	ROLL-UP		
TEMSEG	COUNTY NAME	FACILITY	WORK MIX DESCRIPTION	IMPROVEMENT TYPE DESCRIPTION	2024	2025	2026	2027	2028	STATE MANAGED	DISTRICT MANAGED	FUNDS	PD&E	PE	ENV	ROW	CON	MLD
1461231	Duval	SR105/HECKSHER DR) @ I-295(SR9A) TURN LANE	0550: ADD RIGHT TURN LANE(S)	TURN: ADD TURN LANE	\$60	\$0	\$0	\$0	\$0	\$0	\$60	\$0	\$0	\$3	\$0	\$0	\$57	
2100283	Pulnam	SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE	0213: ADD LANES AND RECONSTRUCT	A2-4: ADD 2 TO BUILD 4 LANES	\$45,073	\$0	\$0	\$0	\$0	\$4,809	\$40,263	\$0	\$0	\$218	\$0	50	\$44,855	
1288652	Duval	SR200(US301) @ I-10 IMPROVEMENTS	0229: INTERCHANGE RAMP (NEW)	M-INCH: MODIFY INTERCHANGE	\$1,119	\$6,888	\$0	\$0	50	50	\$8,006	\$0	\$9	\$105	\$138	\$856	\$6,888	
1461221	Bradford	SR200(US301) @ SR223(US301A) NORTH OF STARKE	0236 INTERCHANGE - ADD LANES	M-INCH: MODIFY INTERCHANGE	\$0	\$0	\$0	\$3,663	\$0	50	\$3,663	50	\$0	\$3,663	\$0	\$0	\$0	
4471991	Bradford	SR200(US301) (IJ SR223(US301A) SOUTH OF STARKE	0236: INTERCHANGE - ADD LANES	M-INCH: MODIFY INTERCHANGE	\$46	\$3,273	\$0	\$23,330	\$0	\$0	\$26,648	50	\$46	\$3,273	50	\$0	\$23,330	_
1463861	Duval	SR202(JTB) AT BELFORT ROAD INTERCHANGE	0236: INTERCHANGE - ADD LANES	M-INCH: MODIFY INTERCHANGE	\$3,574	\$15,833	\$0	\$0	\$0	\$19,275	\$133	\$0	\$0	\$19	\$0	\$3,556	\$15,833	
4389282	Duval	SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD	0213: ADD LANES AND RECONSTRUCT	A2-8: ADD 2 TO BUILD 8 LANES	\$240	\$0	\$26,422	\$0	\$0	\$0	\$26,662	50	\$0	\$240	50	50	\$26,422	
4229381	Dist/St Wide	SR23/FIRST COAST XWAY) FROM 145 TO 1-10	0002 NEW ROAD CONSTRUCTION	NR: NEW ROAD	\$40	\$0	\$0	\$0	\$0	\$0	\$40	\$0	\$0	\$40	02	\$0	\$0	
42293B2	Dist/St Wide	SR23/FIRST COAST XWAY) FROM LOS/SR0) TO SR15/US17)	0002 NEW ROAD CONSTRUCTION	NR: NEW ROAD	\$82,876	\$0	\$0	\$0	\$0	\$57,537	\$5,338	50	\$0	\$0	\$0	\$62,876	50	
4229383	Clay	SR23(FIRST COAST XWAY) FROM: SR15(US17) TO: SR21	0002: NEW ROAD CONSTRUCTION	NR: NEW ROAD	\$666	\$0	\$0	\$0	\$0	\$220	\$446	\$0	\$0	\$0	\$0	\$666	\$0	
4229387	Dist/St Wide	SR23(FIRST COAST XWAY) FROM EAST OF CR16A (SPUR) TO EAST OF CR209	0002: NEW ROAD CONSTRUCTION	NR: NEW ROAD	\$14,481	\$3,920	\$1,515	\$0	\$0	\$17,964	\$1,952	\$0	\$0	\$434	\$0	\$0	\$19,482	
4229388	St. Johns	SRZNFIRST COAST XWAY) FROM I-95(SR9) TO EAST OF CR16A SPUR	0002: NEW ROAD CONSTRUCTION	NR: NEW ROAD	\$182	\$408,917	\$3,960	\$0	\$0	\$192,990	\$220,069	\$0	\$0	\$2,953	\$0	50	\$410,106	
2078502	Alachua	SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY	0213; ADD LANES AND RECONSTRUCT	A2-4: ADD 2 TO BUILD 4 LANES	\$6,289	\$6,244	\$0	\$51,458	\$0	\$2,738	\$61,244	\$9	\$20	\$397	\$0	\$11,116	\$52,458	
4457241	Gilchrist	SR26(WADE AVE) @ SR49(US129)	0551: ADD TURN LANE(S)	TURN: ADD TURN LANE	\$60	\$0	\$0	\$0	\$0	\$0	\$60	\$0	\$0	\$1	\$0	\$0	\$59	
4246965	Pulnam	US17 N OF POMONA PARK CR309(SATSUMA)	0213: ADD LANES AND RECONSTRUCT	A2-4: ADD 2 TO BUILD 4 LANES	\$49	50	\$0	\$0	\$0	\$0	\$49	\$0	\$49	\$0	\$0	\$0	\$0	
100	Contract of the last	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	THE RESERVE OF THE PARTY OF THE	ANNUAL TOTALS	\$134.755	\$445,075	\$31,897	\$78,451	\$0	\$295,533	\$394,633	\$9	\$124	511,346	5138	\$79,080	\$599,490	

Notes

PD&E=Project Development & Environmental; Phase Group - 2 and Phase Type - all but 9
PE=Preliminary Engineering; Phase Group - 3; Phase Type - all but 9

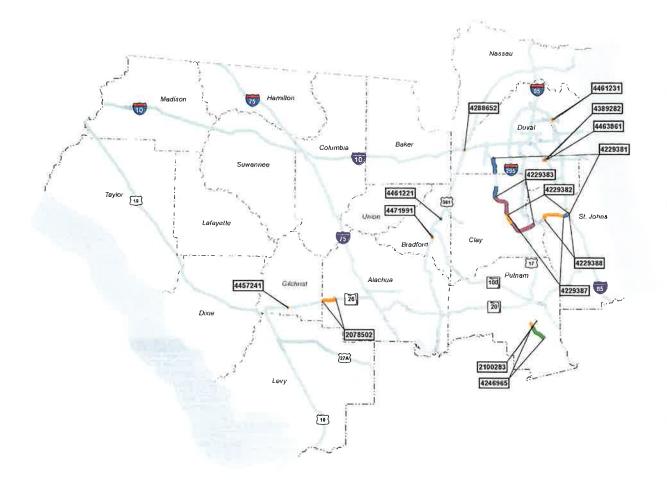
LENV=EnvironmentalMitigation: Phase Group - C; Phase Type - all but 9

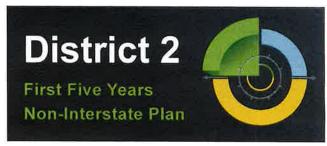
ROW=Right-of-Way; Phase Group - 4 and all Phase Type - all but 9
CON=Construction and Support (may include Grants); Phase Group - 5 & 6 and Phase Type - all but 9
MLD=Missing project location (project not in map)

(1) All Values in Thousands of "As Programmed" Dollars

(2) Project cost are subject to change

(3) TOTAL LOCAL FUNDS include all funds that start with LF fund code





STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2023/2024 through FY 2027/2028 (as of July 1, 2023)

Legend

Project Phase

Project Development & Environment

---- Environmental Mitigation

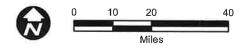
Preliminary Engineering

Right-Of-Way

Construction

Notes

Projects color coded by highest project phase. Some projects may overlap on map. Project costs are subject to change.











District 2 Highway Plan





EXHIBIT 3

FM#	COUNTY	WAS DECEMBED.	WORK MUX	IMPROVEMENT TYPE	A.E.		0.0			TOTAL STATE	TOTAL DISTRICT	TOTAL	TO	TAL COST	BY PHAS	E ROLL-UI	P	
TEMBEG	NAME	FACILITY	DESCRIPTION	DESCRIPTION	2029	2030	2031	2032	2033	MANAGED	MANAGED	FUNDS	PD&E	PE	EW	ROW	CON	ME
2132601	Duval	I-295(SR9A) FROM N OF NEW KINGS RO TO S OF I-95 N INTERCHANGE	0213: ADD LANES AND RECONSTRUCT	A2-8 ADD 2 TO BUILD 8 LANES	\$0	\$0	\$0	\$6,349	\$0	\$6,349	50	\$0	\$0	\$0	50	\$6,349	50	
2132611	Duval	1-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RO	0213: ADD LANES AND RECONSTRUCT	A2-8: ADD 2 TO BUILD 8 LANES	\$5,308	\$0	\$0	\$78,514	\$0	\$83,822	\$0	\$0	\$0	50	\$0	\$5,308	\$78,514	
2093014	Duvil	1-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB	0213; ADD LANES AND RECONSTRUCT	AZ-4: ADD 2 TO BUILD 4 LANES	\$484,801	\$0	\$0	\$0	\$0	\$484,801	\$0	\$0	\$0	\$2,886	\$0	\$0	\$481,915	
2133459	Duval	1-29S(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)	0213: ADD LANES AND RECONSTRUCT	A2-8 ADD 2 TO BUILD 8 LANES	\$0	\$0	\$0	\$2,000	\$165,967	\$167,967	\$0	\$0	\$0	\$0	\$0	\$0	\$167,967	4
4230717	Alachua	1-75(SR93) FROM SR222(NW 39TH AVE) TO US441(ALACHUA)	0213: ADD LANES AND RECONSTRUCT	A2-8 ADD 2 TO BUILD 8 LANES	\$0	\$0	\$0	\$0	\$26,549	\$26,549	\$0	\$0	50	\$0	50	\$26,549	50	
4230718	Dist/St Wide	1-75[SR93] FROM US441 TO US41/441	0213: ADD LANES AND RECONSTRUCT	A1-8 ADD 1 TO BUILD 8 LANES	\$0	\$0	50	\$1,500	50	\$1,500	\$0	\$0	\$1,500	\$0	50	\$0	20	1
4230715	Alachua	1-75(SR93) FROM SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)	0213: ADD LANES AND RECONSTRUCT	A4-10: ADD 4 TO BUILD 10 LANES	\$0	\$0	30	\$15,105	\$10	\$15,105	\$0	\$0	\$0	\$0	\$0	\$15,105	20	4
4427782	Duvil	[F95[SR9] FROM US90[BEAVER ST) TO SRT15[US1](MCK)	0213: ADD LANES AND RECONSTRUCT	A2-4 ADD 2 TO BUILD 4 LANES	\$820	\$0	20	50	20	\$045	\$6	\$0	50	\$0	\$0	\$625	\$0	
																	i i	
				ANNUAL TOTALS	\$491,617	10	50	\$103,468	\$192,518	5788.918	\$683	\$0	\$1,500	\$2,886	\$0	\$54,138	6729,079	T

All Values in Thousands of "As Programmed" Dollars

| PD&E - Project Development & Environmental; PE - Preliminary Engineering;
UT ENV - Environmental Mitigation;

ROW - Right-Of-Way;

CON - Construction & Support (may Include Grants);

TOTAL LOCAL FUNDS include all funds that start with LF fund code.





STATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2028/2029 through FY 2032/2033 (as of July 1, 2023)

Legend

Project Phase

Project Development & Environment

Environmental Mitigation

Preliminary Engineering

Right-Of-Way

Construction

Notes

Projects color coded by highest project phase. Some projects may overlap on map. Project costs are subject to change











Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

Cawarines region arms as

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

July 29, 2024

Council

North

Central

Florida

Regional Planning

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transit Ridership Status Report

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

On June 21, 2021, a Metropolitan Transportation Planning Organization member requested updated transit ridership information in order to monitor Covid-19 Pandemic-impacted transit ridership recovery. Subsequently, the Metropolitan Transportation Planning Organization:

- Discussed and approved its most recent annual ridership report for the Regional Transit System at its July 11, 2022 meeting; and
- Received transit ridership status reports at its October 25, 2021, April 25, 2022, July 11, 2022, October 24, 2022, December 12, 2022, February 6, 2023, April 3, 2023, June 5, 2023, August 16, 2023, October 2, 2023, December 4, 2023, April 1, 2024, May 13, 2024, June 3, 2024 and August 5, 2024 meetings.

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

http://ncfrpc.org/mtpo/publications/Transit/2022/Transit_Ridership_Monitoring_Report_2021a.pdf

Exhibit 1 shows Pre-Covid-19 Pandemic Fiscal Year 2018-19 and Pre-Covid-19 Pandemic Fiscal Year 2019-20 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2019-20 sample transit ridership.

Exhibit 2 shows Covid-19 Pandemic-impacted Fiscal Year 2019-20 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2020-21 sample transit ridership.

Exhibit 3 shows Covid-19 Pandemic-impacted Fiscal Year 2020-21 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2021-22 sample transit ridership. This exhibit shows that ridership was recovering in Fiscal Year 2021-22.

Exhibit 4 shows Covid-19 Pandemic-impacted Fiscal Year 2021-22 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2022-23 (October through June) sample transit ridership. This exhibit shows that ridership is recovering in Fiscal Year 2022-23.

Exhibit 5 shows Covid-19 Pandemic-impacted Fiscal Year 2022-23 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2023-24 (October through June) sample transit ridership. This exhibit shows that ridership is recovering in Fiscal Year 2023-24.

Exhibit 6 shows Pre-Covid-19 Fiscal Year 2018-19 sample transit ridership contrasted with Covid-19 Pandemic-impacted plus Fare-Free Fiscal Year 2023-24 (October through June) sample transit ridership. This exhibit shows that ridership is recovering, but is significantly below Pre-Covid-19 Pandemic ridership.

Attachments

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2019-20

Fiscal Year 2019-20

Covid-19 Pandemic Ridership Pre-Covid-19 Pandemic Ridership Sum July Sum Year October November December January February March April May June August September Route 1 306,551 230,762 45,494 45,715 40,318 36,374 40,586 48,590 49,474 2018-19 57,729 45,187 33,612 49,493 44,741 142,115 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 -3.37% -53.64% Ridership Percentage Change Route 9 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 2018-19 231,644 12,648 1,194 939 1,265 1,410 2,079 5,328 24,863 2019-20 61,789 44,225 17,949 54,315 53,366 -88.83% 5.70% Ridership Percentage Change Route 12 44,488 221,959 24,891 22,218 25,956 39,944 47,972 245,291 44,079 23,453 46,823 46,233 39,822 2018-19 61,371 17,817 5,884 8,714 49,874 56,108 218,175 4,121 3,673 4,471 5,194 2019-20 41,878 22,499 49,368 48,322 Ridership Percentage Change -1.70% -79.67% Route 20 2018-19 95,974 70,089 35,864 77,928 79,744 359,599 67,709 77,050 50,881 45,356 56,389 68,388 85,809 451,582 343,501 8,727 9,358 11,872 16,198 82,737 2019-20 90,984 67,886 35,901 74,573 74,157 24,119 5,791 6,672 -81.68% -4.48% Ridership Percentage Change Route 35 35,377 32,927 24,843 60,267 60,804 270,860 48,281 55,332 39,683 48,400 60,736 320,736 2018-19 73,633 51,313 257,095 7,277 7,582 8,608 12,665 64,583 68,404 49,687 56,747 56,463 18,754 4,394 5,303 2019-20 25,794 -5.08% -79.86% Ridership Percentage Change

Percentage Ridership Decrease

Ridership Increase [Full Month]

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
						Rout	te 1						
2019-20	53,894	43,234	33,824	48,595	43,437	27,967	14,903	14,446	19,961	22,080	23,102	19,656	365,09
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	232,48
													-36.32%
						Rou	te 9						
2019-20	61,789	44,225	17,949	54,315	53,366	12,648	1,194	939	1,265	1,410	2,079	5,328	256,50
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	104,67
													-59.19%
						Rout	e 12						
2019-20	56,108	41,878	22,499	49,368	48,322	17,817	4,121	3,673	4,471	5,194	5,884	8,714	268,04
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	164,08
													-38.79%
						Rout	e 20						
2019-20	90,984	67,886	35,901	74,573	74,157	24,119	5,791	6,672	8,727	9,358	11,872	16,198	426,23
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	268,83
													-36.93%
						Rout	e 35						
2019-20	68,404	49,687	25,794	56,747	56,463	18,754	4,394	5,303	7,277	7,582	8,608	12,665	321,67
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	180,08
													-44.02%

Percentage Ridership Decrease Ridership Increase [Full Month]

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2021-22

Covid-19 Pandemic Plus Fare-Free Ridership

2021-22 24,956 20,475 20,100 20,632 22,011 24,642 23,995 24,412 24,315 23,758 29,374 26,412 285,085 25,7376 25,737					COVI	u 17 x unc	Tellite I id	STATE I	cc mucis	P				
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 26,412 285,083 3,490 2,613 5,626 7,453 7,953 1,194 939 1,265 1,410 15,786 32,481 85,423 2021-22 26,184 25,425 12,283 19,996 27,414 23,499 20,591 8,177 9,064 9,753 20,882 37,147 240,414 4,444 4,124 3,673 4,471 5,194 24,022 33,545 134,85 2021-22 27,098 24,798 15,456 24,998 29,317 26,291 25,100 14,008 15,970 17,166 30,258 42,010 292,478 4,446 1,447 1,447 1,447 1,448	Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
2021-22 24,956 20,475 20,100 20,632 22,011 24,642 23,995 24,412 24,315 23,758 29,374 26,412 285,085 25,7376 25,737							Rou	te 1						
25.73% 2	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
Route 9 1,265 1,410 15,786 32,481 85,422 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 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 2021-22 27,098 27,275 6,710 11,170 12,962 12,814 4,121 3,673 4,471 5,194 24,022 33,545 134,855 2021-22 27,098 24,798 15,456 24,998 29,317 26,291 25,100 14,008 15,970 17,166 30,258 42,010 292,478 24,021 24,022 27,098 24,798 24,798 24,021 25,100 24,798 24,021 25,478 25,47	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
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 85,422 2021-22 26,184 25,425 12,283 19,996 27,414 23,499 20,591 8,177 9,064 9,753 20,882 37,147 240,412 3494 20,201-22 8,902 7,275 6,710 11,170 12,962 12,814 4,121 3,673 4,471 5,194 24,022 33,545 134,85 2021-22 27,098 24,798 15,456 24,998 29,317 26,291 25,100 14,008 15,970 17,166 30,258 42,010 292,47 24,022 24,024 24,025 24,02	Ridership	Percentage (Change											25.73%
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 2021-22 8,902 7,275 6,710 11,170 12,962 12,814 4,121 3,673 4,471 5,194 24,022 33,545 134,855 2021-22 27,098 24,798 15,456 24,998 29,317 26,291 25,100 14,008 15,970 17,166 30,258 42,010 292,477 Ridership Percentage Change Route 20 2020-21 17,708 14,351 12,030 19,023 21,737 25,227 5,791 6,672 8,727 9,358 30,123 53,939 224,68 2021-22 46,568 40,093 21,250 29,295 45,140 39,114 35,266 19,739 21,324 21,603 27,937 47,156 394,48							Rou	te 9						
181.44	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
Route 12 2020-21 8,902 7,275 6,710 11,170 12,962 12,814 4,121 3,673 4,471 5,194 24,022 33,545 134,855 2021-22 27,098 24,798 15,456 24,998 29,317 26,291 25,100 14,008 15,970 17,166 30,258 42,010 292,477 26,100 200,200 200,	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
2020-21 8,902 7,275 6,710 11,170 12,962 12,814 4,121 3,673 4,471 5,194 24,022 33,545 134,855 2021-22 27,098 24,798 15,456 24,998 29,317 26,291 25,100 14,008 15,970 17,166 30,258 42,010 292,477 Ridership Percentage Change Route 20 2020-21 17,708 14,351 12,030 19,023 21,737 25,227 5,791 6,672 8,727 9,358 30,123 53,939 224,688 2021-22 46,568 40,093 21,250 29,295 45,140 39,114 35,266 19,739 21,324 21,603 27,937 47,156 394,488	Ridership	Percentage	Change											181.44%
2021-22 27,098 24,798 15,456 24,998 29,317 26,291 25,100 14,008 15,970 17,166 30,258 42,010 292,477 Ridership Percentage Change Route 20 2020-21 17,708 14,351 12,030 19,023 21,737 25,227 5,791 6,672 8,727 9,358 30,123 53,939 224,68 2021-22 46,568 40,093 21,250 29,295 45,140 39,114 35,266 19,739 21,324 21,603 27,937 47,156 394,48							Rou	te 12						
Route 20 2020-21 17,708 14,351 12,030 19,023 21,737 25,227 5,791 6,672 8,727 9,358 30,123 53,939 224,68 2021-22 46,568 40,093 21,250 29,295 45,140 39,114 35,266 19,739 21,324 21,603 27,937 47,156 394,48	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
Route 20 2020-21 17,708 14,351 12,030 19,023 21,737 25,227 5,791 6,672 8,727 9,358 30,123 53,939 224,68 2021-22 46,568 40,093 21,250 29,295 45,140 39,114 35,266 19,739 21,324 21,603 27,937 47,156 394,48	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
2020-21 17,708 14,351 12,030 19,023 21,737 25,227 5,791 6,672 8,727 9,358 30,123 53,939 224,68 2021-22 46,568 40,093 21,250 29,295 45,140 39,114 35,266 19,739 21,324 21,603 27,937 47,156 394,48	Ridership	Percentage	Change											116.87%
2021-22 46,568 40,093 21,250 29,295 45,140 39,114 35,266 19,739 21,324 21,603 27,937 47,156 394,48							Rou	te 20						
	2020-21	17,708	14,351	12,030	19,023	21,737	25,227	5,791	6,672	8,727	9,358	30,123	53,939	224,686
Pidaushin Dayantaga Changa	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
duership Fercentage Change	Ridership	Percentage	Change											75.57%
Route 35							Rou	te 35						
2020-21 12,808 10,097 8,703 13,828 14,827 16,372 4,394 5,303 7,277 7,582 21,202 37,262 159,65	2020-21	12,808	10,097	8,703	13,828	14,827	16,372	4,394	5,303	7,277	7,582	21,202	37,262	159,655
2021-22 32,792 24,004 14,684 27,295 26,962 24,332 22,799 13,515 15,746 15,741 19,026 26,454 263,35	2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
Ridership Percentage Change 64.95%	Ridership	Percentage	Change		•									64.95%

Percentage Ridership Decrease Ridership Increase [Full Month]

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2022-23

Covid-19 Pandemic Plus Fare-Free Ridership

				COVI	u-19 Panc	Tellife I iu	s rare-r	ee Riders	мір				
Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
						Rou	te 1						
2021-22	24,956	20,475	20,100	20,632	22,011	23,995	24,412	24,412	24,315	23,758	29,374	26,412	284,852
2022-23	27,470	22,824	22,645	25,723	24,694	25,827	23,890	22,632	21,422	21,550	28,010	32,292	298,979
Ridership l	Percentage (Change											4.96%
						Rou	te 9						
2021-22	26,184	25,425	12,283	19,996	19,996	20,591	8,177	8,177	9,064	9,753	20,882	37,147	217,675
2022-23	38,302	28,718	13,710	34,177	36,989	33,635	32,716	12,286	10,116	9,705	15,334	31,236	296,924
Ridership l	Percentage (Change											36.41%
						Rout	e 12						
2021-22	27,098	24,798	15,456	24,998	29,317	25,100	14,008	14,008	15,970	17,166	30,258	42,010	280,187
2022-23	43,142	32,862	22,650	38,980	40,566	36,874	37,177	21,435	18,882	17,341	28,291	39,414	377,614
Ridership l	Percentage (Change										•	34.77%
						Rout	e 20						
2021-22	46,568	40,093	21,250	29,295	45,140	35,266	19,739	19,739	21,324	21,603	27,937	47,156	375,110
2022-23	49,988	38,967	21,095	40,964	44,572	40,538	39,468	25,002	26,624	30,083	31,575	53,172	442,048
Ridership l	Percentage (Change											17.84%
						Rout	e 35						
2021-22	32,792	24,004	14,684	27,295	26,962	22,799	13,515	13,515	15,746	15,741	19,026	26,454	252,533
2022-23	26,573	20,054	12,741	23,995	25,170	24,235	23,070	14,837	14,469	16,296	23,077	38,200	262,717
Ridership 1	Percentage (Change							·			*	4.03%
													7.0

Percentage Ridership Decrease

Ridership Increase |Full Month|

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2023-24

Covid-19 Pandemic Plus Fare-Free Ridership

				CUVI	d-19 Panc	icillic 1 lu	S raic-ri	cc Muers	anth				
Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
						Rou	te 1						
2022-23	27,470	22,824	22,645	25,723	24,694	25,827	23,890	22,632	21,422				217,127
2023-24	33,054	27,548	23,146	27,848	26,957	26,839	28,888	26,796	23,548				244,624
Ridership F	Percentage (Change				· · · · · · · · · · · · · · · · · · ·							12.66%
						Rou	te 9						
2022-23	38,302	28,718	13,710	34,177	36,989	20,591	32,716	12,286	10,116				227,605
2023-24	31,121	24,386	8,954	25,703	26,994	19,792	22,502	8,783	8,153				176,388
Ridership I	Percentage (Change											-22.50%
						Rou	te 12						
2022-23	43,142	32,862	22,650	38,980	40,566	36,874	37,177	21,435	18,882				292,568
2023-24	38,916	33,543	19,620	39,193	43,136	33,191	38,968	20,754	16,627				283,948
Ridership I	Percentage	Change											-2.95%
						Rou	te 20						
2022-23	49,988	38,967	21,095	40,964	44,572	40,538	39,468	25,002	26,624				327,218
2023-24	56,038	41,661	21,606	41,630	48,375	37,644	43,144	22,782	20,368				333,248
Ridership l	Percentage	Change											1.84%
						Rou	te 35						
2022-23	26,573	20,054	12,741	23,995	25,170	24,235	23,070	14,837	14,469				185,144
2023-24	37,235	26,927	14,983	30,514	32,959	25,983	30,670	17,057	13,984				230,312
Ridership	Percentage	Change											24.40%

Percentage Ridership Decrease

Ridership Increase [Full Month]

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2018-19 - Fiscal Year 2023-24

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

2018-19 2023-24 Ridership Perc	57,729 33,054 centage C	45,187 27,548 Change	33,612 23,146	49,493 27,848	44,741 26,957	March Rout 45,494 26,839	45,715	May 40,318	June 36,374	July	August	September	Sum 398,663
2023-24 Ridership Perc	33,054 centage C	27,548				45,494	45,715	40,318	36,374				398,663
2023-24 Ridership Perc	33,054 centage C	27,548						40,318	36,374				398,663
Ridership Perc	centage (23,146	27,848	26,957	26,839							-,,,,,,,,,
		Change					28,888	26,796	23,548				244,624
	62,927												-38.64%
	62,927					Rou	te 9						
2018-19		44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972				334,794
2023-24	31,121	24,386	8,954	25,703	26,994	19,792	22,502	8,783	8,153				176,388
Ridership Perc	centage (Change											-47.31%
						Rout	te 12						
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218				353,378
2023-24	38,916	33,543	19,620	39,193	43,136	33,191	38,968	20,754	16,627				283,948
Ridership Perc	centage C	Change											-19.65%
						Rout	te 20						
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356				600,595
2023-24	56,038	41,661	21,606	41,630	48,375	37,644	43,144	22,782	20,368				333,248
Ridership Perc	centage (Change									•		-44.51%
						Rout	te 35						
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927				442,777
2023-24	37,235	26,927	14,983	30,514	32,959	25,983	30,670	17,057	13,984				230,312
Ridership Perc	centage (Change											-47.98%

Percentage Ridership Decrease

Ridership Increase [Full Month]



North Central Florida Regional Planning Council

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July 29, 2024

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TO:

Scott R. Koons, AICP, Executive Director FROM:

Transportation Disadvantaged Program - Status Report SUBJECT:

RECOMMENDATION

For Information Only.

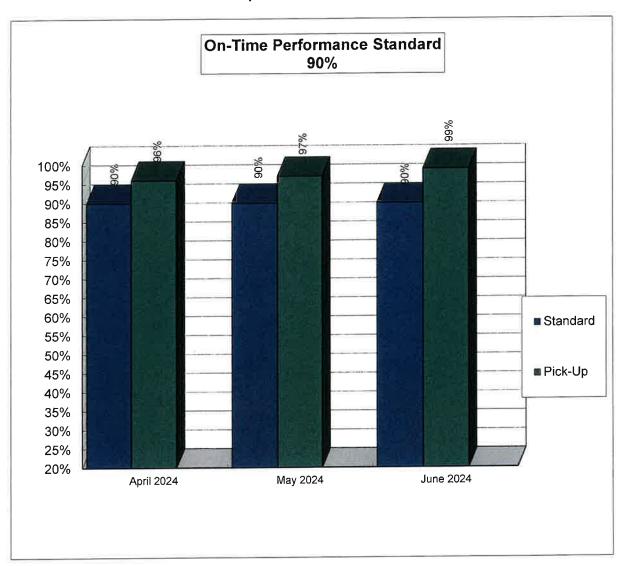
BACKGROUND

Attached are the April 2024 - June 2024 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

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TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS OF PERFORMANCE ALACHUA COUNTY April 2024 - June 2024

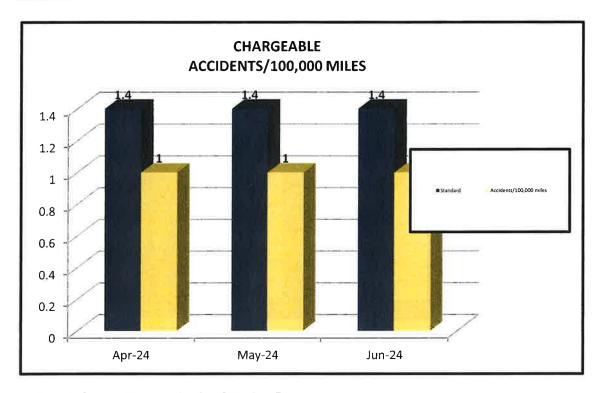


Source: MV Contract Transportatio, Inc., On-Time Analysis

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY APRIL 2024 - JUNE 2024

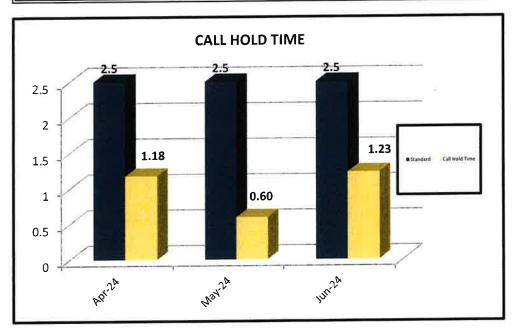
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Apr-24	1.4	1
May-24	1.4	1
Jun-24	1.4	1



Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, APRIL 2024 - JUNE 2024

MONTH	STANDARD	CALL HOLD TIME
Apr-24	2.5	1.18
May-24	2.5	0.60
Jun-24	2.5	1.23

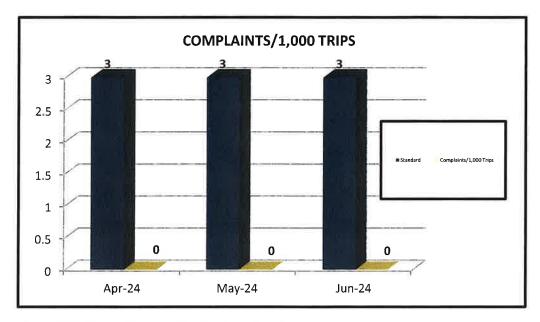


Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, APRIL 2024 - JUNE 2024

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Apr-24	3	0
May-24	3	0
Jun-24	3	0

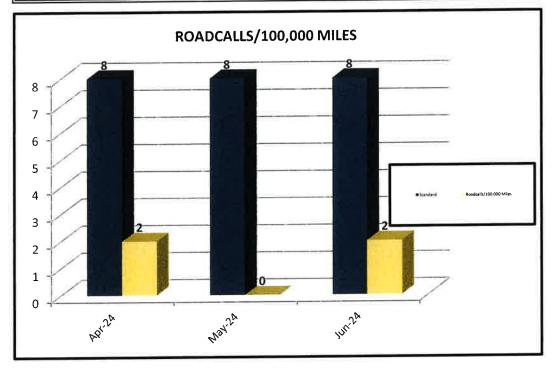


Source: MV Contract Transportation, Inc. Operations Report

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TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, APRIL 2024 - JUNE 2024

MONTH	STANDARD	ROADCALLS/100,000 MILES	
Apr-24	8	2	
May-24	8	0	
Jun-24	8	2	



Source: MV Contract Transportation, Inc. Operations Report

Meeting

Agenda

Enclosures



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July 29, 2024

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

Bus and Low- and No-Emission Grant Award for Fiscal Year 2024

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to add the City of Gainesville Federal Transit Administration Bus and Low- and No-Emission Grant Award.

BACKGROUND

The Federal Transit Administration has announced the recipients of its Bus and Low- and No-Emission Grant Awards for Fiscal Year 2024 (see Exhibit 1). The City of Gainesville Regional Transit System will receive funding in the amount of \$26,490,000 to buy new hybrid electric buses to replace older diesel buses and upgrade its maintenance facility. The project will reduce fuel and energy consumption and benefit the community by improving air quality and reducing urban heat island effects.

In order for the City of Gainesville Regional Transit System to receive these Federal Transit Administration Bus and Low- and No-Emission Grant Award funds, the Metropolitan Transportation Planning Organization needs to amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to add this project. Exhibit 1 is an excerpt of the Federal Transit Administration website showing the new Bus and Low- and No-Emission Grant Awards with the Regional Transit System award in bold text. Exhibit 2 includes the City of Gainesville correspondence requesting an amendment to the Transportation Improvement Program.

Attachments

EXHIBIT 1

Fiscal Year 2024 Federal Transit Administration Bus and Low- and No-Emission Grant Awards

State	Project Sponsor	Bus/Low-No	Description	Funding
	Alaska Department of		Alaska Department of Transportation, on behalf of Capital Transit, will receive funding to buy new	
	Transportation, on behalf of City		electric buses, install charging equipment, and initiate a workforce development program. The	
	and Borough of Juneau, Capital		project will improve service, reliability and air quality throughout the city and borough of Juneau	
AK	Transit	BBF	in Alaska's Southeast panhandle.	\$11,855,112
			The city of Montgomery's The M transit system will receive funding to buy battery electric buses,	
			charging equipment and to initiate a workforce training program. The project will ensure	
	City of Montgomery / The M		continued service reliability, maintain a state of good repair and, by improving air quality,	
AL	Public Transit System	BBF	advance environmental justice in the Montgomery community.	\$16,941,377
			The Rock Region Metropolitan Transit Authority will receive funding to buy low-emission	
			(compressed natural gas) buses to replace older diesel buses and a simulator to train staff in the	
	Rock Region Metropolitan		new technology. The project will help improve service, reliability and air quality in Little Rock and	
AR	Transit Authority	Low-No	North Little Rock.	\$3,149,667
			The city of Tucson and Sun Tran will receive funding to replace aging equipment at its Northwest	
			Bus Maintenance Facility and upgrade multiple bus stops. By installing dozens of shelters, adding	
	City of Tucson, Sun Tran / Sun		trees for shade and improving signage through Braille, large print, wayfinding and audible	
AZ	Van	BBF	information, the agency will make their system more accessible and equitable.	\$11,385,600
			The Salt River Pima-Maricopa Indian Community will receive funding to buy accessible vans to	
			replace vehicles nearing the end of their useful life. The vans will provide on-demand service for	
	Salt River Pima-Maricopa Indian		residents to reach jobs, school, recreation and other essential services throughout Scottsdale,	
AZ	Community (SRPMIC)	BBF	Mesa and Tempe.	\$425,001
			The city of Davis, California will receive funding to construct infrastructure and buy charging	
			equipment to support its battery electric bus fleet. The equipment will allow the agency to	
			continue to maintain safe and reliable public transit service to the University of California-Davis	
CA	City of Davis	BBF	and throughout the community.	\$1,600,000
			The California Department of Transportation, on behalf of the Redwood Coast Transit Authority in	
	California Department of		Crescent City, will receive funding to buy new buses to help replace older buses that have reached	
	Transportation, on behalf of		the end of their useful life. The buses will create a more reliable fleet and help RCTA avoid service	
CA	Redwood Coast Transit Authority	BBF	cuts.	\$474,478
			The California Department of Transportation, on behalf of the Humboldt Transit Authority in	
	California Department of		Eureka, CA, will receive funding to buy new buses to replace older buses that have exceeded their	
	Transportation, on behalf of		useful life. The new buses will ensure residents from southern Humboldt County will continue to	
CA	Humboldt Transit Authority	BBF	have access to northern county services, such as healthcare and other social services.	\$639,000

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	California Department of		The California Department of Transportation, on behalf of the Morongo Basin Transit Authority, will receive funding to buy a battery-electric bus to replace an older vehicle. This project will	
	Transportation, on behalf of		improve air quality, safety, reliability and state of good repair in the San Bernadino County service	
CA	Morongo Basin Transit Authority	BBF	area.	\$131,168
			The Santa Barbara Metropolitan Transportation District will receive funding to buy battery-	
	Santa Barbara Metropolitan		electric buses and chargers to replace older diesel buses, which will improve service reliability and	
CA	Transit District	BBF	reduce air pollution.	\$2,894,131
			The San Luis Obispo Regional Transit Authority will receive funding to buy battery electric buses	
	San Luis Obispo Regional Transit		and chargers to replace older vehicles. This project will help meet ridership demand that had	
CA	Authority	BBF	doubled between 2005 to 2019, and work toward the agency's goal to transition its fleet to all zero-emission vehicles.	¢2 572 888
	Additionty	DDI		\$2,572,888
			The Twenty-Nine Palms Band of Mission Indians will receive funding to buy new passenger buses	
	Twenty-Nine Palms Band of		and build a maintenance facility to establish new transit services to connect tribal members and other residents to education, nutrition, recreation and other opportunities throughout	
CA	Mission Indians	BBF	California's Coachella Valley and high desert.	¢2 226 457
-	IVII SSION INCIDITS	1001	Camornia's Coachena vaney and high desert.	\$3,226,457
			The California Department of Transportation, on behalf of Lassen Transit Service Agency, will	
	California Department of		receive funding to buy a new bus to replace an older, unreliable vehicle. The new bus will allow	
	Transportation, on behalf of		LTSA to maintain current service levels in rural northeastern Nevada and establish new service to	
CA	Lassen Transit Service Agency	BBF	Reno, connecting its growing senior population to essential medical facilities and other services.	\$154,367
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			Omnitrans will receive funding to buy new battery electric buses and charging equipment and	
			provide training, including apprenticeships, to help its workers maintain the electrified fleet. The	
		Į.	new vehicles will transition Omnitrans's sbX Green Line to zero-emission buses, improving air	
CA	Omnitrans	Low-No	quality in several disadvantaged communities along the route.	\$8,447,217
			Alamoda Contra Costa Transit District (AC Transit) will require funding to how new hydrogen fund	
			Alameda-Contra Costa Transit District (AC Transit) will receive funding to buy new hydrogen fuel cell buses to replace older diesel buses and expand existing hydrogen fueling facilities. The funds	
	Alameda-Contra Costa Transit		will also initiate a workforce development program, which will help train staff on zero-emission	
CA	District (AC Transit)	Low-No	bus technologies and improve service and reliability while also improving air quality.	\$15,000,000
O/ (District (Ate Trunsity	LOW NO	Kings County Area Public Transit Agency will receive funding to make critical upgrades to its	\$15,000,000
			renewable natural gas fueling station to ensure safe and reliable fueling for its fleet of low-	
			emission compressed natural gas buses. This will maintain reliable low-emission transit service for	
	Kings County Area Public Transit		Kings County's cities and disadvantaged communities and sets the stage for its transition to a zero-	
CA	Agency	Low-No	emission future.	\$1,610,875
			The Western Contra Costa Transit Authority will receive funding to buy hydrogen fuel cell buses	(1
			to replace older diesel buses, and expand its hydrogen fueling station and maintenance facilities.	
	Western Contra Costa Transit		This project will provide workforce training to support WCCTA's transition to an entirely zero-	
CA	Authority	Low-No	emission fleet and improve regional air quality.	\$20,646,189

			City of Commerce Transit will receive funding to buy battery electric buses, charging equipment and supporting infrastructure to replace older compressed natural gas and diese- powered buses.	
CA	City of Commerce Transit	Low-No	The new vehicles will improve fleet reliability and enhance access and mobility to underserved communities by increasing trip frequency on existing routes.	\$14,229,180
CA	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Low-No	Los Angeles County Metropolitan Transportation Authority (LA Metro) will receive funding to buy dozens of battery electric buses and install new chargers at its West Hollywood bus yard. The buses will run on multiple lines and enhance access and mobility with direct access to all Metro rail lines. The project emphasizes environmental and air quality improvements while providing high-quality transit service to Los Angeles's residents and visitors.	\$77,536,675
CA	Sacramento Regional Transit District	Low-No	The Sacramento Regional Transportation District will receive funding to buy new hydrogen fuel cell buses to replace older buses, modernize a maintenance facility and initiate a workforce development program. The project will create jobs and improve service, reliability and air quality as SacRT works to convert its fleet to entirely zero emission by 2028.	\$76,847,678
со	City of Greeley	Low-No	The city of Greeley will receive funding to buy compressed natural gas (CNG) buses for use on a new transit service between Greeley and Loveland, CO.	\$3,508,404
со	Colorado Department of Transportation, on behalf of the Town of Telluride	BBF	The Colorado Department of Transportation, on behalf of the town of Telluride, will receive funding to modernize the Galloping Goose Transit Maintenance Facility. By helping staff more efficiently maintain the fleet, Galloping Goose will improve operations and better serve riders.	\$1,951,080
со	Colorado Department of Transportation, on behalf of Archuleta County	BBF	Colorado Department of Transportation, on behalf of Archuleta County Mountain Express Transit, will receive funding to build a new park-and-ride facility in Aspen Springs, in part to support a new bus route from Aspen Springs to Pagosa Springs, Bayfield, and Durango. The facility, which will feature a lighted parking facility and , bus shelters will improve access and mobility.	\$418,359
со	Colorado Department of Transportation, on behalf of Eagle Valley Transportation Authority	Low-No	The Colorado Department of Transportation, on behalf of Eagle Valley Transportation Authority, will receive funding to buy hybrid-electric buses. The buses will replace older diesel vehicles with new, more reliable vehicles that will provide better transit service and improve regional air quality.	\$4,573,000
со	Colorado Department of Transportation, on behalf of Roaring Fork Transportation Authority	Low-No	The Colorado Department of Transportation, on behalf of the Roaring Fork Transportation Authority (RFTA), will receive funding to modernize its Glenwood Springs Operations and Maintenance Facility to support its planned zero-emission bus fleet. This project will help RFTA, which serves three counties and eight municipalities in rural central Colorado, achieve its goal of a fully zero-emission fleet by 2050.	\$32,837,664
со	City of Loveland Transit	BBF	The city of Loveland will receive funding to complete construction of a transit center that will connect local bus routes and a regional bus line along the heavily traveled US 287 corridor. The facility will improve safety for riders, lessen congestion and attract new transit users.	\$3,967,007

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			The Colorado Department of Transportation, on behalf of Durango Transit, will receive funding to	
			replace aging buses and improve safety at several bus stops, many of which lack shelter or	
	Colorado Department of		lighting. With Durango serving as a regional employment, medical, and shopping hub, Durango	
	Transportation, on behalf of the		Transit services are critical and important for a high quality of life for the transit-dependent	
со	City of Durango	BBF	population.	\$659,089
	Colorado Department of			
	Transportation, on behalf of		The Colorado Department of Transportation will receive funding to buy new buses to expand	
	Gunnison Valley Rural		Gunnison Valley RTA's fleet. The new buses will improve access and mobility for riders by	
со	Transportation Authority	BBF	increasing service frequency and eliminating gaps in the route network.	\$1,516,108
			The city of Fort Collins will receive funding to improve transit infrastructure, including bus stops	
			and its Downtown Transit Center, to make it safer and more accessible. These enhancements will	
			promote access and advance equity and remove barriers to transit for people of all ages and	
co	City of Fort Collins, Transfort	BBF	riders with disabilities.	\$2,411,550
			The Connecticut Department of Transportation will receive funding to buy battery-electric buses	
			to replace diesel buses, including on the Central Connecticut CTFastrak BRT, and supply their	
	Connecticut Department of		facilities with chargers. These buses reduce greenhouse emissions and improve air quality, while	
СТ	Transportation (CTDOT)	Low-No	fulfilling CTDOT's goal of transitioning its entire CTFastrak fleet to zero-emission by 2027.	\$38,888,800
			The Delaware Transit Corporation will receive funding to upgrade its Dover Transit Center into a	
			more resilient and efficient facility. The upgrades include a solar-powered bus charging system, a	
DE	Delaware Transit Corporation	BBF	solar-powered bus shelter, and safety improvements.	\$4,953,697
			Escambia County Area Transit (ECAT) will receive funding to buy battery electric buses and install	
			a charging station, part of ECAT's plan to transition to a fully zero-emission fleet by 2035. The	
	Escambia County Board of		agency will prioritize deployment to areas with a higher percentage of underrepresented	
FL	County Commissioners	Low-No	populations that rely heavily on transit and have been disproportionately impacted by pollution.	\$21,272,962
			Decoursed County Transit will assist for 12 and 14 and 15 and 15 and 16	
			Broward County Transit will receive funding to buy battery electric buses and on-route chargers	
FL	Broward County	l ou No	to replace older diesel vehicles. The project also includes building a solar canopy that will provide	
-	Broward County	Low-No	renewable energy to the fleet and address the impacts of climate change.	\$25,000,000
	City of Gainesville, dba		The city of Gainesville, FL will receive funding to buy new hybrid electric buses to replace older	
	Gainesville Regional Transit		diesel buses and upgrade its maintenance facility. The project will reduce fuel and energy consumption and benefit the community by improving air quality and reducing urban heat	
FL	System	Low-No	island effects.	\$35,400,000
-	- System	2000-140	The Central Florida Regional Transportation Authority (LYNX) in Orlando will receive funding to	\$26,490,000
			buy compressed natural gas buses to replace older diesel buses on routes throughout Central	
	Central Florida Regional		Florida. This project will support LYNX's efforts to transition its entire fleet to a combination of	
	Transportation Authority dba		low and zero-emission vehicles by 2028, as well as provide more efficient and reliable service to	
FL	LYNX	Low-No	its riders.	\$27,609,656
			Al Control of the Con	72.,555,050

			The Pinellas Suncoast Transit Authority will receive funding to buy new electric buses, hybrid	
			buses, charging equipment, and initiate a workforce development program. The project will	A
	0		improve service, reliability, address air quality and noise pollution, and improve access to	"
	Pinellas Suncoast Transit		essential services for those living in Pinellas County and neighboring Hillsborough and Pasco	
FL	Authority (PSTA)	Low-No	Counties.	\$27,805,012
			Volusia Transit Management (Votran) will receive funding to buy new low-emission propane-	
			powered vehicles dedicated to on-demand paratransit service to replace diesel vehicles that have	
			exceeded their useful life. This project will help connect people in the greater Daytona area to	
FL	Volusia Transit Management	Low-No	jobs and opportunities.	\$1,625,564
			The city of Tallahassee (StarMetro) will receive funding to buy new battery-electric buses to	
	i		replace older vehicles and install charging equipment. The project will reduce emissions, improve	
	N .		service and reliability, and help the city achieve its goal for 100% battery electric bus	
FL	City of Tallahassee	Low-No	transportation by 2035.	\$11,374,042
			The Metropolitan Atlanta Rapid Transit Authority (MARTA) will receive funding to build the South	
			DeKalb Transit Hub, which will provide a central point for bus and rail connections in DeKalb	
	Metropolitan Atlanta Rapid		County. The new facility will improve safety, comfort and accessibility for MARTA's riders,	
GA	Transit Authority (MARTA)	BBF	including those from disadvantaged communities.	\$25,347,982
			Chatham Area Transit (CAT) will receive funding to replace older diesel buses with battery electric	
			buses and chargers, along with workforce training activities. The project continues CAT's fleet	
			transition to zero-emission vehicles, enhancing safety, modernizing the transit system, and	1
GA	Chatham Area Transit Authority	BBF	improving access and mobility for riders.	\$7,889,840
			Augusta Transit will receive funding to replace older buses with new, more reliable and efficient	
			battery electric buses and buy a bus simulator to support workforce training. The new buses will	
GA	Augusta-Richmond County	BBF	provide quieter, safer, and more reliable transit service for riders.	\$12,080,384
			The Hawaii Department of Transportation, on behalf of the County of Maui, will receive funding	
	Hawaii Department of		to buy hybrid electric buses to replace older diesel models. The hybrid buses will help the state	
1	Transportation, on behalf of the		reach its goal for a fully electric fleet by 2045 and help make service more efficient by replacing	
HI	County of Maui	BBF	diesel buses that have exceeded their useful life.	\$5,000,000
			The University of Iowa's public transit system, CAMBUS, will receive funding to replace aging	
			diesel buses with battery electric buses and expand and modernize its maintenance facility. The	
			funding will allow the university to expand bus service and help meet sustainability goals to	
IA	University of Iowa	Low-No	reduce greenhouse gas emissions on campus.	\$16,376,762
			Valley Regional Transit will receive funding to buy zero-emission battery electric buses and	
		1	rehabilitate its transit station at Towne Square Mall. The revitalized station will feature a larger,	
			covered passenger waiting area and additional bus bays, and will increase sustainability through	1
ID	Valley Regional Transit	BBF	solar panels and on-site electric bus charging.	\$16,723,347

			T.,	
ID	Shoshone-Bannock Tribes (SBT) Public Transit Program	BBF	Shoshone-Bannock Tribes will receive funding to replace transit buses and vans that are past their useful life, which will improve service and reliability for the Fort Hall Reservation community that relies on SBT Public Transit to reach jobs, schools, medical appointments, and other critical services.	\$722,4
ID	Idaho Department of Transportation, on behalf of Mountain Rides Transportation Authority	Low-No	Idaho Transportation Department, on behalf of Mountain Rides Transit Authority, will receive funding to buy battery electric buses and charging equipment, furthering MRTA's plan to transition to a 100% battery electric fleet.	\$4,228,5
IL	Rock Island County Metropolitan Mass Transit District	Low-No	The Rock Island County Metropolitan Mass Transit District, or MetroLINK, will receive funding to expand its operations and maintenance center to create capacity to continue its transition to battery-electric buses. The project includes building battery-electric storage areas with fire and hazard mitigation equipment and helps prepare MetroLINK to store electric buses and improve safety.	\$10,000,0
IL	Sangamon Mass Transit District	Low-No	Sangamon Mass Transit District will receive funding to replace its fleet of older buses with diesel-hybrid and compressed natural gas buses. The project will improve the fleet's state of good repair and support goals for reducing greenhouse gas emissions.	\$17,807,6
IL	Pace, the Suburban Bus Division of the Regional Transportation Authority	Low-No	Pace, the Suburban Bus Division of the Regional Transportation Authority, will receive funding to buy hybrid electric buses to replace vehicles that have exceeded their useful life and upgrade its maintenance facility to adapt to the new technology. Pace will also provide training to operators and mechanics as it works toward a goal of a fully zero-based emissions fleet by 2040.	\$30,911,0
IL	Greater Peoria Mass Transit District	Low-No	Greater Peoria Mass Transit District will receive funding to buy battery-electric buses to replace diesel-engine vehicles. The project will lower emissions, increase safety and provide more reliable transportation to underserved communities in Peoria and surrounding areas.	\$14,415,0
IN	Fort Wayne Public Transportation Corporation	Low-No	Citilink will receive funding to buy electric-hybrid buses to replace diesel-engine buses and continue transitioning its bus fleet to hybrid electric. This project will provide Fort Wayne residents with an efficient and more environmentally friendly transit system.	\$10,987,0
IN	Greater Lafayette Public Transportation Corporation	Low-No	The Greater Lafayette Public Transportation Corporation (GLPTC) will receive funding to buy zero- and low- emission buses, install a hydrogen refueling station and modify its bus maintenance facility to store their fleet indoors. Through this project, GLPTC can provide safer, more reliable transportation to the greater Lafayette area.	\$10,531,0
KS	Johnson County Transit	BBF	Johnson County Transit will receive funding to buy new energy-efficient propane and compressed natural gas buses to replace diesel-powered vehicles that have exceeded their useful life. Alongside improving efficiency, the project will reduce greenhouse gas emissions and improve air quality.	\$7,650,0

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			The Transit Authority of the Lexington-Fayette Urban County Government (Lextran) will receive	
	Transit Authority of the		funding to buy low-emission compressed natural gas buses. These new buses will replace diesel	1
	Lexington-Fayette Urban County		buses that have exceeded their useful life, providing immediate and long-term economic,	
(Y	Government	Low-No	environmental, and community benefits.	\$4,223,340
			Transit Authority of River City (TARC) will receive funding to buy zero-emission battery-electric	
			buses to replace buses that have exceeded their useful life. TARC will improve its fleet's state of	
	Transit Authority of River City		good repair and provide more environmentally friendly transportation for riders to jobs, school,	
KY	(TARC)	BBF	healthcare and more.	\$3,643,825
			Jefferson Parish Transit will receive funding to replace aging diesel vehicles with low-emission	
LA	Jefferson Parish Transit	Low-No	hybrid buses. This project will improve transit access, equity, and accessibility for riders.	\$5,459,550
	Seriel Seri Farisir Fransie	2017 110	Type to be because of equity, and access, equity, and access, equity, and access to the equity of th	+-,,
			SporTran Transit will receive funding to replace diesel-powered buses in its fleet with low-	
		1	emission buses. The project will reduce maintenance costs and decrease greenhouse gas	
LA	SporTran	Low-No	emissions while improving the reliability and timeliness vital for sustaining ridership growth.	\$11,169,846
LA	эрогиан	LOW-NO	The Massachusetts Bay Transportation Authority will receive funding to buy new battery electric	\$11,105,040
			buses to replace older buses that have exceeded their useful life and additional funds to train	
	Massachusetts Bay		workers on the new technology. The zero-emission buses will significantly reduce greenhouse gas	¢40,000,000
MA	Transportation Authority	Low-No	emissions and harmful pollutants.	\$40,000,000
	Massachusetts Department of		The Massachusetts Department of Transportation, on behalf of Martha's Vineyard Transit	
	Massachusetts Department of		Authority (VTA), will receive funding to buy new battery electric buses and charging equipment	
	Transportation, on behalf of the			
	Martha's Vineyard Transit	N -	and launch an apprenticeship program for high school students. The project will help VTA achieve	¢2 002 27F
MA	Authority	Low-No	its goal of fully electrifying its fleet and employing a year-round workforce.	\$3,882,375
			C. C. J. D. Const. Towards Analysis (CCDTA) will receive from director broadening by	
			Cape Cod Regional Transit Authority (CCRTA) will receive funding to buy low-emission buses to	
			replace aging diesel buses and establish worker training to develop skills necessary to maintain	
	Cape Cod Regional Transit	1	them. The buses will allow CCRTA to reduce its carbon footprint, produce fewer greenhouse gas	44464646
MA	Authority	Low-No	emissions and meet a goal to transition to a fully electric fleet.	\$14,613,149
			The Maryland Department of Transportation, on behalf of Howard County, will receive funding to	
			buy new buses to provide better connections to regional transit services, including MTA's Local	4050 000
MD	Howard County, Maryland	BBF	Link service with easier access to Baltimore. Prince George's County in Maryland will receive funding to buy battery-electric buses, bringing	\$960,000
			the county closer to transitioning its bus fleet to fully zero-emission by 2040. The buses will	
	Prince Georges County	I	enhance service to people who rely upon public transportation to connect to jobs in the County	60F 47F 500
MD	Government	Low-No	and throughout the Washington, DC region.	\$25,475,520

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ME	Maine Department of Transportation	BBF	The Maine Department of Transportation will receive funding to help four transit agencies rehabilitate their transit facilities and buses. This project will enable Maine's transit agencies to achieve economic and environmental resilience, as well as ensure worker safety and reliability for transit services by maintaining a state of good repair.	\$3,243,434
			The Detroit Department of Transportation will receive funding to replace older buses with new	
			hybrid electric buses and hydrogen fuel cell electric buses. The funding also supports a hydrogen	
NAI.	Detroit Department of	l	fueling station and a worker training program on zero-emission technologies, resulting in better	
MI	Transportation	Low-No	jobs, cleaner air and more reliable bus service.	\$30,794,240
MI	Harbor Transit Multi-Modal Transportation System (HTMMTS)	BBF	Harbor Transit Multi-Modal Transportation System will receive funding for the design and construction of a multi-modal system operations center to accommodate the transition to a zero-emission fleet, with fueling and charging equipment, vehicle maintenance infrastructure, as well as electric vans and charging stations. The new facility will also accommodate administration and workforce training facilities for regional transit providers.	\$16,252,400
	,		Werkleite training issuittes for regional training providers.	\$10,252,400
	Nottawaseppi Huron Band of the		The Nottawaseppi Huron Band of the Potawatomi will receive funding to buy an ADA-compliant, clean-diesel bus to replace an outdated diesel-powered vehicle. The new vehicle will relieve reliance on a bus that has exceeded its useful life and help build the fleet to meet ridership	
MI	Potawatomi	BBF	demand and better connect underserved communities in rural southwest Michigan.	\$539,750
	Ann Arbor Area Transportation		The Ann Arbor Area Transportation Authority (AAATA) will receive funding to buy new hydrogen fuel cell and low-emission diesel-electric hybrid buses to replace older diesel buses and a mobile hydrogen station. This project will improve operations, reduce energy consumption, and enable	
MI	Authority	Low-No	AAATA to move toward a zero-emission fleet.	\$25,000,000
			SouthWest Transit will receive funding to rehabilitate the Southwest Station Park and Ride and the bus garage. The project includes ADA and security improvements for riders, as well as upgrades to the maintenance facilities to improve safety for workers. The project will support	
MN	SouthWest Transit	BBF	secure, accessible, and efficient transit service.	\$520,436
	Minnesota Department of		The Minnesota Department of Transportation, on behalf of Cedar Valley Services (SMART), will	
	Transportation, on behalf of	225	receive funding to build two new transit facilities. This project will help SMART improve efficiency	
MN	Cedar Valley Services	BBF	and enhance reliability for rural communities in Southern Minnesota.	\$6,282,400
	Minnesota Department of Transportation, on behalf of two		The Minnesota Department of Transportation on behalf of United Community Action Partnership-Community Transit (UCAP) and Friendly Rider Transit, will receive funding to buy propane buses and build the necessary fueling infrastructure. The project will improve service, reliability and	
MN	rural agencies	Low-No	lower maintenance costs for southwest and south central Minnesota rural transit providers.	\$2,303,200
	Pi State Dovelonment Agency of		The Bi-State Development Agency of the Missouri-Illinois Metropolitan District will receive	
	Bi-State Development Agency of the Missouri-Illinois		funding to buy new low-emission diesel-electric hybrid buses to replace older diesel buses that have exceeded their useful life. This project will lower emissions and provide riders a safer, more	
МО	Metropolitan District, Inc.	Low-No	efficient means of transportation.	\$10,380,591
	The state of the s	1-2	and the second s	710,300,331

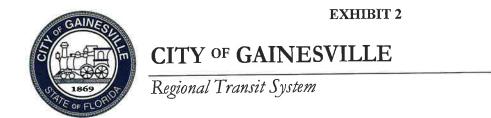
			The city of Jackson (JTRAN) will receive funds to replace, expand and modernize its existing fleet with hybrid and propane-powered buses, enabling Jackson to lower emissions, restore confidence	
MS	City of Jackson	BBF	in public transit and decrease run times.	\$13,717,447
			The city of Billings' MET Transit will receive funding to buy new ADA-accessible vehicles to replace	1
			older vehicles, maintenance equipment to support its current fleet and future electric buses, and	1
	City of Billings, MET Transit		to provide training for their maintenance staff. These improvements will enhance fleet reliability,	1
МТ	Division	BBF	reduce maintenance downtime, minimize service interruptions, and increase safety.	\$910,300
			The city of Winston-Salem (Winston-Salem Transit Authority) will receive funding to buy new	
	City of Winston-Salem / Winston-		hybrid electric buses. The buses will replace older diesel buses, which will combat climate change	
NC	Salem Transit Authority	Low-No	and help improve air quality for riders throughout the city of Winston-Salem.	\$4,444,757
			The city of Fayetteville (Fayetteville Area System of Transit) will receive funding to buy new	
			battery-electric buses to replace older diesel buses and charging equipment. The project will	
NC NC	City of Fayetteville (FAST)	Low-No	improve service, reliability and air quality for residents in Fayetteville and surrounding areas.	\$6,667,462
-	ency of rayesternie (17151)	2011110	The city of Greensboro (Greensboro Transit Agency) will receive funding to buy new battery-	, ,,,,,,,,,
1			electric buses and hybrid-diesel buses to replace older vehicles and install charging equipment.	
			The project will improve service, reliability and air quality for residents in Greensboro and	
NC	City of Greensboro	Low-No	surrounding areas.	\$22,411,172
			The Santee Sioux Nation will receive funding to buy new ADA accessible vehicles to replace older	
			vehicles that have exceeded their useful life. The project will decrease maintenance costs and	
NE	Santee Sioux Nation	BBF	ensure safe, reliable public transit for all.	\$193,033
			The University of New Hampshire will receive funding to replace diesel-powered buses with	
			compressed natural gas buses for its Wildcat Transit service, which will help ensure the fleet	
		1	remains in a state of good repair. Wildcat Transit serves five communities, linking urbanized areas	
NH	University of New Hampshire	Low-No	on the seacoast to the university and its educational and employment opportunities.	\$2,720,000
-	omversity of New Hampsime	2017 110	Manchester Transit Authority will receive funding to construct the first transit center in	, , , , ,
			Manchester, NH. The new transit center will replace the city's outdated facility and enable MTA	
			to expand its transit services: a key economic investment in response to the region's rapid	
NH	Manchester Transit Authority	BBF	growth.	\$19,922,891
			New Jersey Transit will receive funding to construct an outdoor charging facility with a solar	
			canopy at its Meadowlands Bus Garage. This project will allow New Jersey Transit to shelter,	
1			charge, and maintain its battery-electric bus fleet, while increasing service and advancing	
NJ	New Jersey Transit Corporation	Low-No	environmental justice throughout the state.	\$99,499,531
			The New Mexico Department of Transportation will receive funding on behalf of the North	
	New Mexico Department of		Central Regional Transit District (NCRTD) and the South Central Regional Transit District (SCRTD).	
	Transportation, on behalf of two		NCRTD will renovate the Jim West Regional Transit Center and SCRTD will buy a new hybrid-	
NM	rural transit districts	BBF	electric bus and build a new transit facility in Las Cruces to support service expansion.	\$9,812,622

			The Walker River Paiute Tribe will receive funding to purchase ADA-accessible buses and	
			construct facilities necessary for transit operations. This project will provide the infrastructure to	
1			establish local and intercity routes, connecting the Walker River Paiute reservation to cities like	
NV	Walker River Paiute Tribe	BBF	Reno, Carson City, and San Francisco.	\$1,040,902
			The Tahoe Transportation District (TTD) will receive funding to buy new diesel-electric hybrid	
1			buses to replace older buses that have exceeded their useful life. This project will advance TTD's	
			low- or no-emission fleet goals, resulting in improved reliability, safety and mobility for residents,	
NV	Tahoe Transportation District	Low-No	commuters and visitors of the Lake Tahoe Basin.	\$7,901,826
1	Tamondia Control No. 1		Tompkins County, on behalf of Tompkins Consolidated Area Transit in New York state, will receive	
	Tompkins County, New York on		funding to buy new hybrid-electric buses to replace older diesel models and enhance the fleet	
l	behalf of Tompkins Consolidated	1	with advanced technology. The buses will reduce emissions, improve efficiency, and contribute to	
NY	Area Transit (TCAT)	Low-No	a cleaner and healthier environment for the community.	\$1,215,776
			The Rochester Genesee Regional Transportation Authority (RGRTA) will receive funding to buy	
			new hydrogen fuel cell electric buses to replace older diesel buses and to upgrade an existing	
1		1	maintenance facility to properly maintain its battery electric buses. This initiative will enable	
\\	Rochester Genesee Regional		RGRTA to transition to zero-emission bus fleets in the future, improving transit and air quality in	
NY	Transportation Authority	BBF	Rochester.	\$18,113,192
			The Central New York Regional Transportation Authority will receive funding to buy new	
1			hydrogen fuel cell buses, fueling equipment, conduct facility modifications and provide worker	
1	Central New York Regional			
INY	Transportation Authority	Law No	training to operate and maintain its zero-emission buses. This project will improve service,	4
INT	Transportation Authority	Low-No	reliability and improve air quality for residents in Onondaga County. The Broome County Department of Public Transportation (BC Transit) will receive funding to buy	\$7,260,435
			battery electric buses to replace older buses, purchase support equipment, and initiate a	
			workforce training program. This project will allow BC Transit to replace older buses that have	
	Broome County Department of		exceeded their useful life with clean, reliable transportation while improving quality of life for	
NY	Public Transportation	Low-No	people in and around Binghamton.	60 002 742
-	T done Transportation	LOW NO	Westchester County (The Bee-Line) will receive funding to buy new hybrid electric buses to	\$8,883,743
1			replace older diesel buses. The project will improve safety, reliability, and mobility for transit	
NY	County of Westchester	Low-No	riders throughout Westchester County.	\$12,431,250
	Country of Westernesser	LOW NO	madis throughout westeriester county.	\$12,451,250
			The Western Reserve Transit Authority (WRTA) will receive funding to prepare for a transition to	
			an all-electric bus fleet upgrading their bus barn facility to support electric bus chargers and	
	Western Reserve Transit		equipping it with solar panels, and an improved fire suppression system. This project will improve	
ОН	Authority	BBF	safety and prepare WRTA to meet its zero emission bus goals by 2030.	\$1,312,000
			The Central Ohio Transit Authority (COTA) will receive funding to buy new battery electric and	71,512,000
			fuel cell electric buses along with installing hydrogen fueling infrastructure. The buses will replace	
1			aging natural gas buses, which will help COTA achieve a fully zero-emission fleet by 2035 and	
ОН	Central Ohio Transit Authority	Low-No	improve air quality for riders in Columbus, OH.	\$22.040.000
<u> </u>	Technical Office Transit Authority	1-044-140	improve an quanty for fiders in columbus, Ort.	\$22,849,800

ОН	Greater Cleveland Regional Transit Authority (GCRTA)	BBF	Greater Cleveland Regional Transit Authority (GCRTA) will receive funding to replace some of its existing fleet with electric vehicles and install charging stations. GCRTA will use the new electric buses, which are more reliable and accessible, to provide convenient transit in neighborhoods where more residents rely on public transit.	\$10,633,105
ОН	Stark Area Regional Transit Authority	BBF	A collaboration among Stark Area Regional Transit Agency, Stark State College, and RG Drage will receive funding to purchase and install hydrogen refueling infrastructure, improve clean access points, upgrade the facility for solar energy, and establish a workforce training program focused on clean transit. The efforts will improve rider safety, accessibility, and usability, while supporting Ohio's long-term plan for a transition to clean energy.	\$17,254,229
ОК	Cherokee Nation	BBF	Cherokee Nation Transit will receive funding to buy new, modern, and reliable ADA accessible buses. These new vehicles will improve safety, bring the fleet to a state of good repair, and improve transportation accessibility and reliability among Cherokee Nation communities.	\$458,250
ок	City of Lawton - City Transit Trust	Low-No	The City of Lawton will receive funding to replace several aging diesel buses with diesel-electric hybrid buses. The project will reduce maintenance costs, lower emissions and provide more reliable transportation to Lawton community members, especially vulnerable populations who depend on public transit to meet their daily needs.	\$6,116,854
ОК	Metropolitan Tulsa Transit Authority	Low-No	The Metropolitan Tulsa Transit Authority will receive funding to buy new compressed natural gas buses to replace older diesel buses and to develop a workforce training program. The project will reduce vehicle emissions, improve transit service and reliability for residents living in the city of Tulsa.	\$1,314,090
OR	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Low-No	TriMet will receive funding to buy new hydrogen fuel cell buses to replace older diesel buses that are past their useful life, a new portable fueling station and to initiate facility improvements to accommodate the new hydrogen vehicles. The project will improve service, reliability and provide essential connections to jobs in services in the Portland metro area.	\$39,000,000
OK	Washington County	LOW-NO	The Washington County Transportation Authority in Pennsylvania, operating as Freedom Transit, will receive \$15 million to construct a bus maintenance and storage facility that will include compressed natural gas and gasoline fueling stations. The structure will also contain office space for dispatch, operations and staff training and help the agency maintain its buses, strengthen	, , , , , , , , , , , , , , , , , , ,
PA	Transportation Authority Rhode Island Public Transit	BBF	service reliability, and meet safety standards. The Rhode Island Public Transit Authority (RIPTA) will receive funding to rehabilitate a historically significant maintenance and office building to a state of good repair. This facility, once fully rehabilitated, will allow RIPTA to increase capacity and allow for operational growth, while also	\$15,000,000
RI	Authority City of Clemson dba Clemson	BBF	addressing safety concerns within the building. The city of Clemson, SC, on behalf of Clemson Area Transit, will receive funding to buy new compressed natural gas buses to replace aging diesel buses as part of its Clemson Area Transit Driving Forward with Green Transit project. The buses will improve service efficiency and	\$7,407,963
sc	Area Transit	Low-No	effectiveness, and lower operating and maintenance costs.	\$4,671,859

SD	South Dakota Department of Transportation, on behalf of three transit agencies	Low-No	The South Dakota Department of Transportation will receive funding to add propane-powered buses to three local transit agency fleets (River Cities Public Transit, Prairie Hills Transit and People's Transit). In addition to lowering emissions, the project will replace outdated buses that have exceeded their useful life and enable the agencies to meet increased ridership demand.	\$1,615,00
TN	Tennessee Department of Transportation, on behalf of the Southwest Human Resources Agency	BBF	The Tennessee Department of Transportation, on behalf of the Southwest Human Resource Agency (SWHRA), will receive funding to build a new facility to enhance bus service and operations in an eight-county region in southwest Tennessee. The new facility will replace a 1980sera building that is past its useful life, allowing SWHRA to improve operations and access for people to reach jobs, healthcare, and other services throughout its 4,000-square-mile service area, as well as connections to medical centers in Memphis and Nashville.	\$7,790,40
TN	Regional Transportation Authority	BBF	The Regional Transportation Authority of Middle Tennessee (WeGo Transit) will receive funding to expand a rail platform and park and ride lot to serve as a bus transit center at Donelson Station. The improvements will improve connections, enhance safety, provide rider amenities and set the stage for future transit-oriented development.	\$10,000,00
	Corpus Christi Regional		Corpus Christi Regional Transportation Authority (CCRTA) will receive funds to replace its aging diesel fleet with low-emission compressed natural gas buses that will operate in historically disadvantaged areas with high ridership. The project will also provide workforce development training, enabling CCRTA to build an enduring fleet of drivers that can serve generations of	\$10,000,00
TX	Transportation Authority Texas Department of Transportation (TxDOT), on behalf of 30 regional	Low-No	customers. The Texas Department of Transportation will receive funding to replace transit vehicles and complete bus facility projects across Texas. This project will provide better transit access in rural areas and 30 regional transportation districts, while bringing rural transit fleets to a state of good	\$5,888,04
TX	transportation districts	BBF	repair. Sun Metro will receive funding to buy new compressed natural gas buses to replace older buses that have exceeded their useful life and to construct new bus canopies. This project will allow Sun	\$26,880,00
TX	City of El Paso Mass Transit Department - Sun Metro	Low-No	Metro to offer a more reliable service and reduce harmful emissions, while improving environmental justice for underserved communities in the city of El Paso. The Utah Department of Transportation, on behalf of the High Valley Transit District, will receive	\$30,597,00
UT	Utah Department of Transportation, on behalf of High Valley Transit District	Low-No	funding to replace and expand its aging diesel fleet with new battery electric buses to meet growing ridership demand. The project will enable HVTD to reduce emissions, maintenance costs and service disruptions.	\$16,275,56
		ž•	Utah Transit Authority will receive funding to replace older diesel buses with new battery-electric buses, which will be housed at their Meadowbrook facility. This project will reduce harmful	¥±0,27,3,30
UT	Utah Transit Authority	Low-No	emissions, while serving disadvantaged communities within Salt Lake County.	\$18,112,63

			The County of Fairfax, Virginia, will receive funding to buy new low emission diesel-electric hybrid	
			buses to replace older buses as part of its fleet replacement plan. The new buses will reduce	
		1	greenhouse gas emissions and improve reliability and service while addressing the needs of	
VA	County of Fairfax, Virginia	Low-No	disadvantaged communities.	\$50,591,220
	Journey of Current, Cingmin		The Vermont Agency of Transportation will receive funding to help three transit agencies make	
			the transition to electric buses, including upgrades to electrical and fire systems, worker training	
	10		and a mobile charger. The project will improve safety, reliability and efficiency for Green	
	Vermont Agency of		Mountain Transit, Tri-Valley Transit and Southeast Vermont Transit as they transition to low- and	
VT	Transportation (VTrans)	Low-No	no-emission buses.	\$2,300,542
	Pierce County Public		Pierce Transit will receive funding to buy new battery electric buses and install new charging	
	Transportation Benefit Area		equipment. This project will improve efficiency and help facilitate expansion of Pierce Transit's	
WA	Corporation (Pierce Transit)	BBF	zero-emission fleet.	\$14,784,753
	Washington State Department		Washington State Department of Transportation, on behalf of Grays Harbor Transit, will receive	
	of Transportation, on behalf of		funding to renovate an aging maintenance and operations facility in Hoquiam, WA. Improvements	
WA	Grays Harbor Transit Authority	BBF	will include upgrading parking areas, installing new surfacing, and enhancing the roof.	\$2,639,564
	Washington State Department		Washington State Department of Transportation, on behalf of Clallam Transit System, will receive	
	of Transportation, on behalf of		funding to buy buses to replace heavy-duty buses that have surpassed their useful life. The new	
WA	Clallam Transit System	BBF	vehicles, including several for the agency's paratransit fleet, will be more efficient and reliable.	\$3,655,000
			Washington State Department of Transportation, on behalf of Island Transit, will buy hydrogen	
	Washington State Department		fuel cell buses, which will replace diesel buses on Whidbey Island. This project will advance Island	
	of Transportation, on behalf of		Transit's plan to transition their entire fixed-route fleet to zero-emission vehicles on both	
WA	Island Transit	BBF	Whidbey and Camano Islands.	\$14,959,971
			King County Metro will receive funding to buy battery electric buses and continue its worker	
	1		training to maintain the new fleet. This project furthers Metro's plan to transition to a fully zero-	
WA	King County Metro Transit	BBF	emission fleet by 2035.	\$6,680,083
	Chelan Douglas Public	1	Link Transit will receive funding to buy battery electric buses, replacing gas-powered buses that	1
1	Transportation Benefit Area (dba	il .	have exceeded their useful life. The new buses will be more reliable and easier to maintain, lower	
WA	Link Transit)	Low-No	fueling costs, reduce air pollution, and improve service throughout North Central Washington.	\$4,462,500
			The city of Appleton will receive funding to modernize Valley Transit's bus maintenance facility,	
		1	including bus wash, fueling, and storage. Updates to the facility will set up the transit agency to	
		1	grow its fleet and transition to zero-emission buses to serve the Fox Cities region of northeast	
WI	City of Appleton - Valley Transit	BBF	Wisconsin.	\$12,000,000
			Green Bay Metro will receive funding to replace diesel-powered buses with battery electric buses	
			and charging equipment, improving safety and decreasing greenhouse gas emissions. The agency	
			expects to reduce maintenance costs as they bring Green Bay closer to reaching their goal of 100	40
WI	City of Green Bay Transit System	Low-No	percent clean energy by 2050.	\$3,112,663



July 23, 2024

Michael B. Escalante, Senior Planner North Central Florida Regional Planning Council 2009 NW 67th Place Gainesville, FL 32653-1603

RE:

Transportation Improvement Program Amendment for 2024 5339c Low and No Emissions Grant Program Award to

Gainesville RTS

Dear Mr. Escalante,

The City of Gainesville Regional Transit System (RTS) has received noticed that it has been awarded \$26,490,000 of Section 5339 Low and No Emissions Competitive Grant funds by the Federal Transit Administration (FTA). Therefore, we are requesting the support of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to add this project to the Florida Department of Transportation Transportation Improvement Plan (TIP).

If you have any questions or need additional information, I can be reached at (352) 393-7860.

Sincerely,

JESUS (70MEZ Jesus Gomez (Jul 23, 2024 13:42 EDT)

Jesus M. Gomez Transportation Director

Cc: Scott Koons, AICP, Executive Director -- NCFRPC

Kimberly Sweigard, Business Services Manager - RTS

2024 MTPO Letter - 5339C Grant Award Notice

Final Audit Report

2024-07-23

Created:

2024-07-23

By:

Francis Donahue (donahuefm@cityofgainesville.org)

Status:

Signed

Transaction ID:

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"2024 MTPO Letter - 5339C Grant Award Notice" History

- Document created by Francis Donahue (donahuefm@cityofgainesville.org) 2024-07-23 5:26:41 PM GMT
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July 29, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation Improvement Program Amendment - Roll Forward Projects

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding from Fiscal Year 2023-24 to Fiscal Year 2024-25 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1.

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to roll forward funding from Fiscal Year 2023-24 to Fiscal Year 2024-25 for the projects shown in Exhibit 1. This amendment is needed because funds for these projects were not committed by June 30, 2024 - the end of the state fiscal year. Due to expansion to a countywide metropolitan planning area, this roll forward amendment includes Alachua Countywide projects. Projects not included in the Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program are identified as new and shown in *italics*. Roll forward projects within the Gainesville Metropolitan Area include:

- Alachua County Trail Rehabilitation Study [4391817];
- City of Gainesville/University of Florida Arterial Corridor [4450611];
- City of Gainesville/University of Florida Arterial Corridor [4450612];
- Federal Transit Administration Section 5307 Operating Assistance Grant Gainesville Regional Transit System [2155461];
- Federal Transit Administration Section 5339(B) Transit Modification Grant Gainesville Regional Transit System [4415202];
- NW 42nd Avenue from NW 13th Street to NW 6th Street [4411601];
- State Road 20 (Hawthorne Road) from east of State Road 200 (U.S. Highway 301) to the Putnam Countyline Landscaping [4395331];
- State Road 20 (Hawthorne Road) from County Road 325 to west of State Road 200 (U.S. Highway 301) Resurfacing [4432581];
- State Road 24 (Archer Road) from SW 78th Street to SW 16 Street Landscaping [4359291];
- State Road 24 (Archer Road) from SW 75th Terrace to SW 41st Boulevard Bike Path/Trail [4399341];
- State Road 24 (Archer Road) from State Road 45 (U.S. Highway 27/U.S. Highway 41) to east of SW 81st Street Resurfacing [4393441];

- State Road 24 (Waldo Road) from State Road 26 (University Avenue) to State Road 222 (NE 39th Avenue) Streetlighting [4394891];
- State Road 24 (Waldo Road) from State Road 26 (University Avenue) to State Road 222 (NE 39th Avenue) Resurfacing [4394892];
- State Road 24 (Waldo Road) from Seydel Street to State Road 200 (U.S. Highway 301) Traffic Control Devices/System [4470051];
- State Road 25 (U.S. Highway 441/NW 13th Street) at State Road 120 (NW 23rd Avenue) Traffic Signal Update [4358891];
- State Road 26 (Newberry Road) from west of NW 80th Boulevard to SW 38th Street Sidewalk [4305422];
- State Road 26 (Newberry Road) Corridor from Gilchrist Countyline to County Road 26A east of Newberry Add Lanes and Reconstruct [2078502];
- State Road 26 (West University Avenue) Corridor from State Road 121 (NW 34th Street) to SE 31st Street Urban Corridor Planning [2078502];
- State Road 26 (East University Avenue) from NE 26th Terrace to SE 26th Terrace Traffic Control Devices/System [4471312];
- State Road 45 (U.S. Highway 27/ US Highway 41) Right-of-Way [2077986];
- State Road 45 (U.S. Highway 27/ US Highway 41) at SW 15th Avenue Add Right Turnlanes [4393001];
- State Road 45 (U.S. Highway 27/ US Highway 41) at SW 15th Avenue Traffic Signal Update [4476294];
- State Road 45 (U.S. Highway 27/ U.S. Highway 41) from Levy Countyline to State Road 24 (Archer Road) Resurfacing [2077987];
- State Road 121 (NW 34th Street) from NW 16th Avenue to U.S. Highway 441 Traffic Operations Improvement [4394901];
- State Road 200 (U.S. Highway 301) at State Road 24 CSX Railroad Bridge No. 260001 and at State Road 25 (US Highway 4410 Pedestrian Overpass Bridge No. 260003 Bridge Painting [2155994];
- State Road 222 (NW 39th Avenue) from NW 97th Boulevard Intersection Improvement [4474751];
- State Road 222 (NW 39th Avenue) from NW 95th Boulevard to NW 40th Terrace Resurfacing [4470321];
- State Road 222 (NW 39th Avenue) 100 feet west of NW 10th Street to 100 feet east of NW 10th Street Special Surveys [4286821];
- State Road 222 (NE 39th Avenue) at NE 28th Drive Pedestrian Safety Modification [2076117];
- State Road 226 (SW 16th Avenue) from State Road 24 (Archer Road) to Main Street Landscaping [4395271]; and
- State Road 331 (Williston Road) at Hawthorne Trail Crossing Traffic Signal Update [4476293].

Attachment

EXHIBIT 1
Roll Forward Projects

FDOT			Project		Fund	Project		Fiscal Years							
Number	Location	Description	Length	Phase	Code	Manager	SIS	Pre-2025	2025	2026	2027	2028	2029	Post-2029	Sum
					Ві	cycle and Pe	destr	ian Projects							
439181 7	Alachua County Trail	Bike Path/Trail	0.000	PD&E	SA	FDOT	No	0	5,000	0	0	0	0	0	5,000
	Rehabilitation Study			PD&E	TALU	FDOT		187,500	0	0	0	이	0	0	187,500
	At: County wide														
439934 1	Archer Road [SR 24]	Bike Path/Trail	0.000	CST	DIH	FDOT	No	1,292	14,098	0	0	0	0	0	15,390
	From: SW 75 Terrace			CST	DS	FDOT		17,129	0	0	0	0	0	0	17,129
	To: SW 41 Boulevard			CST	TLWR	FDOT		13,651	0	0	0	0	0	0	13,651
				PE	DIH	FDOT		35,770	0	0	0	0	0	0	35,770
				PE	DS	FDOT		6,062	0	0	0	0	0	0	6,062
				PE	TLWR	FDOT		428,659	0	0	0	0	0	0	428,659
432240 6	SW 13 Street [SR24/US441/MLK Jr Hwy]	Bike Path/Trail	0.323	PE	ACSU	FDOT	No	260,961	239,039	0	0	0	0	0	500,000
	From : SW 11 Avenue			PE	SA	FDOT		0	5,000	0	0	0	0	0	5,000
	To: Museum Road														
430542 2	Newberry Road [SR26]	Sidewalk	2.852	CST	DDR	FDOT	Yes	1,858,586	0	0	0	0	0	0	1,858,586
	From: West of NW 80 Boulevard			CST	DIH	FDOT		119,057	0	0	0	0	0	0	119,057
	To: SW 38 Street		1	CST	DS	FDOT		855,509	0	U	0	0	0	0	855,509
1			i .	CST	LF	FDOT		5,032	0	0	0	0	0	0	5,032
				PE	DDR	FDOT		503,464	0	0	0	0	0	0	503,464
				PE	DIH	FDOT		64,275	0	0	0	0	0	0	64,275
				PE	DS	FDOT		815,996	254 710	0	0	0	0	0	815,996
				ROW	DDR	FDOT		1,641,198	354,719	0		0	0	0	1,995,917
				ROW	DIH	FDOT		329,031	11,191	Ŭ	0	0	0	0	340,222
2074447	(00.000)		0.000	ROW	DS	FDOT		495,524	454.004	0			0	0	495,524
207611 7	NE 39 Avenue [SR 222]	Pedestrian	0.093	1	ACSS	FDOT	No	778,837	154,004	0	0	0	0	ı "	932,841
	At: NE 28 Drive	Safety		CST	DS	FDOT		30,277	0	0	0	0	١	0	30,277
		Improvement		CST	HSP	FDOT FDOT		11,419 2,846	\ \	0	"	0			11,419 2,846
				PE	DIH	FDOT		5,466	0	0	١	١			5,466
				PE RRU	DDR	FDOT		15,254	0	0	ľ				15,254
441160 1	NW 42 Avenue	Sidewalk	0.300		SR2T	Gainesville	No	254,470	0	0	0	0	-	0 0	254,470
1411001	From: NW 13 Street [SR 25]	Sidewalk	0.500	CST	SR2T	FDOT	140	25-1,-170	5 ,26 4	0		0		0	5,264
	To: NW 6 Street			PE	ACSA	Gainesville		24,516		0	0			0	24,516
	330000			PE	LF	FDOT		622,940		0	0	0		o o	622,940
- 23				PF	SR2T	Gainesville		38,581	0		0	0		0	38,581
				PE	SR2T	FDOT		9,443	2,237	C	0	0		0	11,680
													-	-	

∞ ^{EDOT}			Project		Fund	Project	Fiscal Years								
Number	Location	Description	Length	Phase	Code	Manager	SIS	Pre-2025	2025	2026	2027	2028	2029	Post-2029	Sum
1						Road Constr	uctio	n Projects							
207798 6	SR45(US27)(US41)	Right-of-Way	1.073	ROW	DIH	FDOT	No	10	490	0	0	0	0	0	500
	SR45(US27)(US41)			ROW	LF	FDOT		90,819	0	0	o	0	0	o	90,819
207850 2	SR26 Corridor	Add Lanes &	4.031	CST	ART	FDOT	Yes	0	0	0	56,283,539	0	0	0	56,283,539
	From: Gilchrist Countyline	Reconstruct		CST	DIH	FDOT		0	0	0	976,721	0	0	0	976,721
	To: CR26A East of Newberry			CST	LF	FDOT		0	0	0	8,881	0	0	0	8,881
				ENV	DDR	FDOT		16,805	0	0	0	0	0	0	16,805
				PD&E	DDR	FDOT		1,294,434	0	0	0	0	0	0	1,294,434
				P D & E	DIH	FDOT		348,169	177	0	0	0	0	0	348,346
				P D & E	DS	FDOT		108,566	0	0	0	0	0	0	108,566
				PE	DDR	FDOT		3,952,220	0	0	0	0	0	0	3,952,220
				PE	DI	FDOT		2,158,755	0	0	0	0	0	0	2,158,755
			(PE	DIH	FDOT		95,350	365,699	0	0	0	0	0	461,049
				PE	DS	FDOT		82,048	0	0	0	0	0	0	82,048
				RRU	ART	FDOT		1,050,001	0	0	7,500,112	0	0	0	8,550,113
				RRU	DDR	FDOT		80,000	0	0	0	0	0	0	80,000
				RRU	DS	FDOT		193,106	0	0	0	0	0	0	193,106
				RRU	LF	FDOT		126,540	0	0	0	0	0	0	126,540
				ROW	ART	FDOT		5	49,995	2,218,969	98,380	0	0	0	2,367,349
				ROW	BNIR	FDOT		679,263	2,259,598	0	0	0	0	0	2,938,861
				ROW	DDR	FDOT		122,851	7,852,810	0	0	0	0	0	7,975,661
				ROW	DIH	FDOT		725,851	346,649	0	0	0	0	0	1,072,500
				ROW	DS	FDOT		598,288	94,376	0	0	0	0	0	692,664
435564 1	SR200(US301)	Bridge - Painting	0.097	CST	BRRP	FDOT	Yes	1,201,712	5,000	0		0	0	0	1,206,712
	At: SR24 CSXRR Bridge No.260001			CST	DIH	FDOT		26,726	6,633	0	0	0	0	0	33,359
	At: SR25(US441) Pedestrian Overpass			CST	DS	FDOT		10,192	0	0	1 *1	0	0	0	10,192
	Bridge No. 260003			PE	BRRP	FDOT		118,727	0	0	0	0	0	0	118,727
				PE	DIH	FDOT		28,696	0	0	1 -1	0	0	0	28,696
	li .			PE	DS	FDOT		15,061	0	0	1 1	0	0	0	15,061
				RRU	BRRP	FDOT		300,000	0	0	0	0	0	0	300,000
215599 4	West University Avenue [SR 26]	Urban Corridor	5.509	PE	ACSU		Yes	1,511,724	0	0	0	0	0	0	1,511,724
	From: NW 34 Street	Planning		PE	SA	Gainesville		0	1,001	0	0	0	0	0	1,001
	To: SE 31 Street														
439489 1	Waldo Road [SR24]	Lighting	2.640	CST	ACSS	FDOT	Yes	1,211	1,559	0	1 1		0	1 1	2,770
	From: University Avenue [SR26]			CST	DDR	FDOT		42,996		0	1 -1	0	0	1 1	42,996
	To: NE 39 Avenue [SR222]			CST	DIH	FDOT		2,111	0	0	1 1	0	0	이	2,111
				CST	DS	FDOT		24,429	0	0	1 -1	0	0	0	24,429
				CST	HSP	FDOT		690,416	424	0		0	0		690,840
				ENV	HSP	FDOT		3,182	0	0	I -I	0	0	"	3,182
				PE	DIH	FDOT		619	0	0	1 1	0	0	0	619
				PE	DS	FDOT		45,417	0	0	1 -1	0	0	0	45,417
				PE	HSP	FDOT		299,993	0	0	1 1	0	0	0	299,993
	L	L		RRU	DS	FDOT	L	66,454	0	0	0	0	0	0	66,454

FDOT		1	Project		Fund	Project					Fiscal Years				
Number	Location	Description	Length	Phase		Manager	SIS	Pre-2025	2025	2026	2027	2028	2029	Post-2029	Sum
						Road Inters	ection							-	
447005 1	State Road 24	Traffic Control	0.603	PE	DIH	FDOT	No	0	1,000	0	0	0	0	0	1,000
	From: Seydel Street	Devices/System												1	
	To: US 301													l	
4450611	City of Gainesville /	Traffic Control	0.425	CAP	TSM	FDOT	No	800,000	0	0	0	0	0	0	800,000
	University of Florida	Devices/System		CST	SA	FDOT		3,630	1,370	0	0	0	0	0	5,000
	Arterial corridor			CST	TSM	FDOT		100,000	0	0	0	0	0	0	100,000
				ROW	SA	FDOT		1,151	0	0	0	0	0	0	1,151
445061 2	City of Gainesville /	Traffic Control	1.121	CAP	DITS	FDOT	No	999,990	0	0	0			1 1	999,990
1	University of Florida	Devices/System		CST	TSM	FDOT		98,237	1,763	0	0	0	0	이	100,000
	Arterial corridor														
435889 1	NW 13 Street [SR 25, US 441]	Traffic Signal	0.285	CST	DDR	FDOT	No	0	0	0	0	2,372,313		0	2,372,313
1	AT: NW 23 Avenue [SR 120]	Update		CST	DIH	FDOT		0	0	0	0	40,990	0	0	40,990
				PE	DDR	FDOT		432,046	0	0	0	0	0	0	432,046
1				PE	DIH	FDOT		64,148	2,973	0	0	0	C	0	67,121
		1		PE	DS	FDOT		11,324	0	0	0	0	C	0	11,324
		1		ROW	DIH	FDOT		20,168	5,616	0	0	0	C	0	25,784
				ROW	DS	FDOT		24,010	0	0	0	0	C	0	24,010
				ROW	SA	FDOT		116,274	271,691	0				0	387,965
439490 1	NW 34 Street [SR 121]	Traffic	3.332	i .	ACSS	FDOT	No	119,646	3,697	0	-		1	1 1	123,343
	From: NW 16 Avenue	Operations		CST	DDR	FDOT		314,554	0	0			1	_	314,554
1	To: US 441	Improvement		CST	DS	FDOT		80,361	0	0	1	1	1	0	80,361
1	1	1		CST	HSP	FDOT		6,966,482	U 0	0	0	1			6,966,482
	1			CST	LF	FDOT	1	24,118	U O	0	٦ -	1 '			24,118
1	1	1	1	PE	DDR	FDOT	1	86,578		0		1			86,578
				PE	DS	FDOT		97,141	0	0		1		ي ار	97,141
				PE	HSP	FDOT		1,048,790		0					1,048,790 2,151
428682 1	NW 39 Avenue [SR 2222]	Special Surveys	0.040	1	DIH	FDOT	Yes	7 204	2,151	0	1	1		1	7,294
1	From: 100' West of NW 10 Street			PE	DS	FDOT	1	7,294	· ·	U					7,294
447475.4	To: 100' East of NW 10 Street	To be a second for	0.151		ACSS	111 1 0 1	No	728,221	496	0	-		1	0 0	728,717
447475 1	NW 39 Avenue [SR 222] At: NW 97 Boulevard	Intersection Improvement	0.151	CST CST	ACSS	Alachua County	No	/20,221	15,871		1				
	At: NW 97 Boulevard	Improvement	1	PE C21	ACSS	FDOT	1	7,244			1	1	1	1	12,404
			1	PE	HSP	Alachua Count		178,366				1		1	178,366
				PE	HSP	FDOT	Ί	224	l	ı					
439300 1	State Road 45 [US 27]	Add Right	0.115		DDR	FDOT	No	702,138		0				0	702,138
433300 1	At: SW 15 Avenue	Turnlanes	1	CST	DIH	FDOT	1	33,872	3,290		1	1		0	37,162
	TO STATE OF THE ST	- armanes		CST	DS	FDOT	1	28,533						0	28,533
				PE	DIH	FDOT	1	42,449	1					0 0	42,449
				PE	DS	FDOT		173,532						0	
				ROW	DDR	FDOT		112						0 0	112
	1			ROW	DIH	FDOT		5,197						0 0	5,197
			1	ROW	DS	FDOT	1	5,374						0	5,374
				ROW	DS	FDOT		5,374	0	(0 0	

FDOT			Project		Fund	Project					Fiscal Years				
ON umber	Location	Description	Length	Phase	Code	Manager	SIS	Pre-2025	2025	2026	2027	2028	2029	Post-2029	Sum
(1)	W-2					Road Inters	ectio	n Projects							
447629 4	State Road 45 [US 27]	Traffic Signal	0.088	PE	DIH	FDOT	No	0	1,001	0	0	0	0	0	1,001
	At: SW 15 Avenue	Update													
447131 2	East University [SR 26]	Traffic Control	0.355	ROW	DIH	FDOT	No	1,478	1,522	0	0	0	0	0	3,000
	From: NE 26 Terrace	Devices/System		ROW	DS	FDOT		1,628	181	0	0	0	0	o	1,809
	To: SE 26 Terrace														
447629 3	Williston Road [SR 331/SR 24A]	Traffic Signal	0.229	CST	ARPA	FDOT	Yes	745,053	0	0	0	0	0	0	745,053
	Att: Hawthorne Trail Crossing	Update		CST	DDR	FDOT		94,645	0	o	ol	o	0	0	94,645
				CST	DIH	FDOT		54,240	6,073	ol	ol	0	0	0	60,313
				CST	DS	FDOT		725	0	اه	ol	٥	n	ا م	725
				PE	DIH	FDOT		10,747	7,253	اه	ol.	n	0	ا م	18,000
				PE	DS	FDOT		5,448	0	ام	ام	ő	0	ا م	5,448
				RRU	DS	FDOT		13,484	o	ام	ام	ő	0	ا م	13,484
				ROW	DIH	FDOT		1,760	240	ő	ol	0	0	0	2,000
				ROW	DS	FDOT		513	151	0	ol	0	0		664
				NOW	00	Road Lands	canin		131	<u> </u>			- 0		004
435929 1	Archer Road [SR 24]	Landscaping	5.144	CST	DDR	FDOT	No	815,954	OI.	0	0]	0	0	0	815,954
	From: SW 78 Street		52500	CST	DIH	FDOT	""	59,934	3,178	Õ		0	0	0	63,112
	To: SW 16 Street			CST	DS	FDOT		1,915	0,1,0	0	0	0	0		1,915
		1		PE.	DDR	FDOT		124,986	0	0	0	0	0		
		II .		PE	DIH	FDOT		16,343	0	0	0	0	0		124,986 16,343
				PE	DS	FDOT		257,456	0	0	0	0	0	0	
439533 1	Hawthorne Road [SR20]	Landscaping	1.399	CST	DDR	FDOT	Yes	1,234,414	0	0	0	0	0	0	257,456
1000001	From: East of US 301	Landscaping	1.333	CST	DIH	FDOT	162	2,680	64,589	0	0	0	0	I "I	1,234,414
	To: Putnam Countyline			CST	DS	FDOT		82,761	04,389		0	0	0	0	67,269
	10. I deliam countyline				DDR	FDOT		302,289	0		0	0	U	0	82,761
				PE					2.040		٦	U	0	0	302,289
				PE	DIH	FDOT		12,052	2,948	0	0	0	0	0	15,000
439527 1	SW 16 Avenue [SR 226]	I an descript	1.054	PE	DS	FDOT		25,495	0	0	0	0	0	0	25,495
4030Z/ I	From: Archer Road [SR 24]	Landscaping	1 651	CST	DDR	FDOT	No	301,024	10.000	0	0	0	0	0	301,024
	1 1			CST	DIH	FDOT		8,033	19,089	0	0	0	0	0	27,122
	To: Main Street [SR 329]			CST	DS	FDOT		46,374	0	0	0	0	0	0	46,374
				PE	DDR	FDOT		111,313	0	0	0	0	0	0	111,313
	1			PE	DIH	FDOT		15,302	0	0	0	0	0	0	15,302
				PE	DS	FDOT		20,155	0	0	0	0	0	0	20,155

FDOT			Project		Fund	Project					Fiscal Years				
Number	Location	Description	Length	Phase	Code	Manager	SIS	Pre-2025	2025	2026	2027	2028	2029	Post-2029	Sum
						Road Resur	facing	Projects							
439344 1	Archer Road [SR 24]	Resurfacing	6.868	CST	ACSN	FDOT	No	34,656	0	0	0	0	0	0	34,656
	From: State Road 45 [US27/US41]			CST	DDR	FDOT		124,472	0	0	0	0	0	0	124,472
	To: East of SW 81 Street			CST	DS	FDOT		53,402	0	0	0	0	0	0	53,402
				CST	GFSN	FDOT		1,422,191	0	0	0	0	0	이	1,422,191
				CST	SA	FDOT		26,223	13,823	0	0	0	0	이	40,046
				CST	SN	FDOT		2,651,187	0	0	0	0	0	0	2,651,187
				PE	DDR	FDOT	l I	977,242	0	0	0	0	0	0	977,242
				PE	DIH	FDOT		45,480	0	0	0	0	0		45,480
				PE	DS	FDOT		27,122	0	0	0	0	0		27,122
443258 1	Hawthorne Road [SR 20]	Resurfacing	5.375	CST	ACNP	FDOT	Yes	29,548	0	0	0	0	0	0	29,548
	From: County Road 325			CST	ACSA	FDOT	ll	429,955	0	0	0	0	0	Ĭ	429,955
	To: West of US 301			CST	DDR	FDOT	ll	384,816	0	0	0	0	C	0	384,816
1				CST	DIH	FDOT	ll	0	15,390	0	0	0	C	0	15,390
		1		CST	DS	FDOT		36,216	U	0	0	0		0	36,216
				CST	NHPP	FDOT	ll	6,265,161	5,989	0	0	U		0	6,271,150
		1		CST	SA	FDOT	1 1	300,933	60,195	0	0	0		0	361,128
				PE	DDR	FDOT	1 1	721,470	0	0	0	0	1	0	721,470
				PE	DS	FDOT		71,274 21,967	0	0	0	0		0	71,274
447022.4	ANAL 20 A [CR 222]	Dftu -	3.451	PE	SA	FDOT			0	0		0			21,967
447032 1	NW 39 Avenue [SR 222] From: NW 95 Boulevard	Resurfacing	3.451	CST CST	ACNP ACNR	FDOT	Yes	2,246,409 4,520,248	0	0	l I	0	1	1	2,246,409 4,520,248
	To: NW 40 Terrace			CST	DDR	FDOT		2,083,904	0	0		0			2,083,904
	16: NW 40 Terrace		1	CST	DIH	FDOT		2,063,304	54,305	0	1 7	0		1	54,305
				1	DS	FDOT		2,696,335	0	0	1 1	0	١ ٠	7	2,696,335
				CST	LF	FDOT		72,402	٥	0		0		l i	
				CST	SA	FDOT		75,753	112,992	0	0	0			
				PE	ACSA	FDOT		208,907	112,552	0	0	0		0	/
				PE	DDR	FDOT		868,755	0	l 0		0			, , , , , ,
				PE	DS	FDOT		70,889	٥	0	Ĭ	0			
				PE	SA	FDOT		46,240	80,067	0	ا م	0			126,307
		l .		ROW	DDR	FDOT		516	00,007	0	Ŏ	_			516
				ROW	DIH	FDOT		1,694	315	l ő	1		1		2,009
				ROW	DS	FDOT		9,053	0		1			0	
207798 7	State Road 45 [US 41]	Resurfacing	4.161	CST	ACNR	FDOT	No	3,674,457	0	0	0	0	(0	3,674,457
	From: Levy Countyline			CST	DDR	FDOT		178,605	0	0	0	0	(0	178,605
	To: Archer Road [SR 24]			CST	DIH	FDOT		0	14,010	0	0	0		0	14,010
				CST	DS	FDOT		518,088	0	0	0	0		0	518,088
				CST	SA	FDOT		100,929	57,552	0	0	0		0	158,481
				PE	DDR	FDOT		315,765	0	C	0	0		0	315,765
1				PE	DIH	FDOT	1	19,413	0	C	0	0		0	/
1	ľ	I		PE	DS	FDOT		238,083	0	C	0	0			238,083
1				PE	SA	FDOT		20,028	0	C	0	C			/
				RRU	DDR	FDOT		50,000	0	C	T ~	C			50,000
				RRU	DS	FDOT		2,406	0	C	0			0 0	2,406

FDOT			Project		Fund	Project					Fiscal Years				
Number	Location	Description	Length	Phase	Code	Manager	SIS	Pre-2025	2025	2026	2027	2028	2029	Post-2029	Sum
Ţ						Road Resur	facin	g Projects					= =====================================	/=	
439499 1	SW 170 Street [CR 241]	Widen/	2.600	CST	ACSS	Alachua County	No	0	2,577	0	0	0	0	0	2,577
	From: Levy Countyline	Resurface		CST	ACSS	FDOT		16,320	0	0	o	0	0	0	16,320
	To: South of Archer	Existing Lanes		CST	HSP	Alachua County		3,925,773	o	0	o	o	0	0	
				CST	HSP	FDOT		36,120	5,975	0	o	o	0	0	
				PE	DS	Alachua County		2	o	0	o	0	0	0	2
				PE	HSP	Alachua County		219,667	0	0	o	0	0	0	219,667
				PΕ	HSP	FDOT		1,844	0	0	0	0	0	0	1,844
				PE	SA	Alachua County		7,426	0	0	0	0	0	0	
207794 3	State Road 200 [US 301)]	Resurfacing	8.716	CST	ACNR	FDOT	Yes	0	13,833,262	.0	0	0	0	0	13,833,262
	From: State Road 20			CST	DDR	FDOT		0	1,585,937	0	0	0	0	0	1,585,937
	To: State Road 26			CST	DIH	FDOT		0	69,417	0	0	0	0	0	69,417
				CST	DS	FDOT		0	2,316,785	0	0	0	0	0	2,316,785
				CST	SA	FDOT		0	293,487	0	0	0	0	0	293,487
				PE	ACSA	FDOT		65,578	229,100	0	0	0	0	0	294,678
				PE	DDR	FDOT		279,712	0	0	0	0	0	0	279,712
				PE	DIH	FDOT		5,375	94,649	0	0	0	0	0	100,024
				PE	DS	FDOT		633,178	0	0	0	0	0	0	633,178
				PC	SA	FDOT		379,041	0	0	0	0	0	0	379,041
				RRU	DS	FDOT		50,000	0	. 0	0	0	0		50,000
447964 1	Waldo Road [SR 24]	Resurfacing	10.711	CST	ACNR	FDOT	Yes	15,464,213	0	0	0	0	0	_	20, 10 1,223
	From: NE 39 Avenue [SR 222]			CST	DDR	FDOT		478,997	0	0	0	0	0	ľ	478,997
	To: State Road 200 [US301]			CST	DIH	FDOT		0	256,300	0	0	o	0	ı -	230,300
				CST	DS	FDOT		6,119,230	0	0	0	0	0	ĭ	6,119,230
				CST	LF	FDOT		8,008	0	0	0	0	0	ĭ	0,000
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215546 1	Gainesville Regional Transit System SECT S	Operating for	0.000	OPS	DS	Transi Gainesville	No No	1	0	0	0	ol	0	1 0	
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	Operating Assistance	I IAGU NOULE		OPS	LF	Gainesville		5,600,000				0	0	1	7,400,000
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July 29, 2024

Council

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director ≤ 12

SUBJECT: Unified Planning Work Program Revision - Complete Streets Planning Study Rescheduling -

State Road 24 (Waldo Road)-State Road 331 (Williston Road) and

U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard)

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization administratively modify its Unified Planning Work Program for Fiscal Year 2024-25 and Fiscal Year 2025-26 to move the U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard) Corridor Complete Streets planning study to Year One (Fiscal Year 2024-25) and to move the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor Complete Streets planning study to Year Two (Fiscal Year 2025-26) in order to coordinate it with the current study underway in the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor.

BACKGROUND

Currently, the Unified Planning Work Program for Fiscal Year 2024-25 and Fiscal Year 2025-26, shows the State Road 24 (Waldo Road)-State Road 331 (Williston Road) Complete Streets planning study from SE 4th Street to State Road 222 (NE 39th Avenue) in Year One [Fiscal Year 2024-25] and the U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard) Complete Streets planning study from State Road 331 (Williston Road) to State Road 222 (NE 39th Avenue) in Year Two [Fiscal Year 2025-26].

In order to coordinate the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor Complete Streets planning study with the current study underway in the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor, the City of Gainesville staff has requested to move the U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard) Corridor Complete Streets planning study to Year One (Fiscal Year 2024-25) and to move the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor Complete Streets planning study to Year Two (Fiscal Year 2025-26). Exhibit 1 includes the revised pages from the Unified Planning Work Program for the project scheduling swap.

Attachment

 $t:\scott\sk25\mbox{\sc mtpo\mbo}\sc aug05.docx$

Unified Planning Work Program Fiscal Years 2024-25 and 2025-26

5.0 Special Project Planning

Task 5.0 Specia	l Project Planning	
Purpose:		
Preparation of Special Project Planning documents	that facilitate and/or support	the implementation of
the Long-Range Transportation Plan and contribut	te to the continuous, cooperati	ve and comprehensive
metropolitan planning process within the Gainesville	e Metropolitan Area.	
Previous Work Completed:		
Preparation of a Pedestrian Safety Action Plan and	State Road 26 Multimodal Emph	asis Study report.
Required Activities:		
 Preparation of special project plans as needed 	 Preparation of special pro 	oject plans as needed
Preparation of Route Restoration Plan	200	
End Products:	Completion Dates:	Responsible Agency:
Regional Transit System Route Restoration Plan	December 31, 2024	RTS
SR 24 (Archer Road) Plan	June 30, 2025	MTPO
SR 25 (U.S. Highway 441/SW 13th Street) Plan	June 30, 2025	MTPO
SR24-SR 331 (Waldo Road-Williston Road) Plan	June 30, 2026	MTPO
Alachua Countywide Bicycle/Pedestrian Master Plan	June 30, 2026	Alachua County

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

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

Special Project Funding Participation

Regional Transit System Route Restoration Plan

For the development of the Regional Transit System Route Restoration Plan, the City of Gainesville Regional Transit System has been awarded a \$300,000 American Rescue Plan Act of 2021-Federal Transit Administration grant. The Regional Transit System is the direct recipient of this grant and is, therefore, the responsible agency. There are no soft match funds for this grant. Funding for this project was identified in the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program. No funding is identified for this Fiscal Years 2024-25 and 2025-26 Unified Planning Work Program.

Subtask 5.1 State Road 24 (Archer Road) Plan

The State Road 24 (Archer Road) Plan has a funding allocation of \$200,000 in Year One (2024-25). This is a "Complete Streets" planning activity on Archer Road from State Road 121 (SW 34th Street) to State Road 25/US Highway 441 (Martin Luther King, Jr. Boulevard)/SW 13th Street).

This study is necessary due to safety concerns for bicyclists and pedestrians, including access to transit. Consideration of pedestrian-actuated midblock crossings and pedestrian safety enhancement at existing traffic signals is to be addressed. It is the intent of this end product to include project recommendations in the List of Priority Projects for consideration in the Transportation Improvement Program and/or Long-Range Transportation Plan. Further development of the scope is forthcoming.

Subtask 5.2 State Road 25/U.S. Highway 441 (SW 13th Street) Plan

The State Road 25 (SW 13th Street) Plan has a funding allocation of \$200,000 in Year One (2024-25). This is a "Complete Streets" planning activity on SW 13th Street from State Road 331 (Williston Road) to State Road 226 (SW 16th Avenue).

This study is necessary due to safety concerns for pedestrians, including access to transit. Consideration of filling in sidewalk gaps, pedestrian-actuated midblock crossings and pedestrian safety enhancement at existing traffic signals is to be addressed. It is the intent of this end product to include project recommendations in the List of Priority Projects for consideration in the Transportation Improvement Program and/or Long-Range transportation Plan. Further development of the scope is forthcoming.

Subtask 5.3 State Road 24-State Road 331 (Waldo Road-Williston Road) Plan

The State Road 24-State Road 331 (Waldo Road-Williston Road) Plan has a funding allocation of \$200,000 in Year Two (2025-26). This is a "Complete Streets" planning activity on Waldo Road and Williston Road from SE 4th Street) to State Road 222 (NE 39th Avenue).

This study is necessary due to safety concerns for bicyclists and pedestrians, including access to transit. Consideration of pedestrian-actuated midblock crossings and pedestrian safety enhancement at existing traffic signals is to be addressed. It is the intent of this end product to include project recommendations in the List of Priority Projects for consideration in the Transportation Improvement Program and/or Long-Range Transportation Plan. Further development of the scope is forthcoming.

Subtask 5.4 Alachua Countywide Bicycle/Pedestrian Master Plan

The Alachua Countywide Bicycle/Pedestrian Master Plan has a funding allocation of \$188,300 in Year One (2024-25) and \$66,400 in Year Two (2025-26). This is a countywide planning activity that is managed by Alachua County but funded with PL dollars. It is the intent of this end product to include project recommendations for the "boxed funds" in the Long-Range Transportation Plan and include project recommendations in the List of Priority Projects for consideration in the Transportation Improvement Program. Below is an excerpt of the scope of services.

The purpose of the Alachua Countywide Bicycle/Pedestrian Master Plan is to make walking and biking attractive transportation choices for residents and visitors of all ages and abilities. It aims to do so through the creation of goals, policies, programs and projects that will make walking and biking safer, more comfortable and more convenient. This scope of work envisioned to accomplish this project purpose includes the following tasks:

- Task 1 Project Administration;
- Task 2 Community Outreach;
- Task 3 Goals and Policies;
- Task 4 Programs;
- Task 5 Data Collection and Network and Project Development;
- Task 7 Project Prioritization; and
- Task 8 Countywide Bicycle/Pedestrian Master Plan.

7. State Road 24 (Archer Road) Multimodal Corridor Plan From State Road 121 (SW 34th Street) to State Road 25/US Highway 441 (Martin Luther King, Jr. Boulevard)/SW 13th Street))

Completion Date - June 2025

Expected Products - Multimodal Corridor Plan including safety-related project recommendations

8. State Road 25 (U.S. Highway 441/13th Street) Multimodal Corridor Plan From State Road 331 (Williston Road) to State Road 226 (SW 16th Avenue)

Completion Date - June 2025

Expected Products - Multimodal Corridor Plan including safety-related project recommendations

9. State Road 331 (Williston Road) - State Road 24 (Waldo Road) Multimodal Corridor Plan From SE 4th Street to State Road 222 (NE 39th Avenue)

Completion Date - June 2026

Expected Products - Multimodal Corridor Plan including safety-related project recommendations

City Of Gainesville and Alachua County

1. Traffic Volume Surveillance

Anticipated Completion Date - annual

Expected Products - annual traffic counts

2. Accident Surveillance and Study Program

Anticipated Completion Date - annual

Expected Products - annual crash information

3. Transit Development Plan for the Regional Transit System

Completion Date - December 2024

Expected Products - annual transit service plan

4. Transportation Disadvantaged Service Plan

Anticipated Completion Date - annual

Expected Products - countywide short-range (one-year) paratransit service planning

5. Alachua Countywide Bicycle/Pedestrian Master Plan

Anticipated Completion Date - June 2025

Expected Products - Alachua Countywide Bicycle/Pedestrian Master Plan will be an update for the 2001 Alachua Countywide Bicycle Master Plan that will also address pedestrian facilities and provide bicycle and pedestrian project priorities for the Year 2050 Long-Range Transportation Plan.

Exhibit III Unified Planning Work Program Revision Log

Unifie	ed Planning V Revisio	Jork Program in	Revision Description								
Number	Approval Date	Purpose	Task / Table Number	Task/Table Modification							
				Year One							
1	8/5/24	Administrative Modification	5	Reschedule the SW 13 Street [State Road 25] Study to Year One and Waldo Road-Williston Road State [Roads 24-331] Study to Year Two							
2	·*:	œ	(9 8)	384							
3		X	.	福							
				Year Two							
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2	: <u>#</u> 2	:=:	5#3	341							
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July 29, 2024

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

List of Priority Projects Amendment -Sweetwater Greenway Multi-Use Trail and Waldo Greenway Trail Rehabilitation

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization amend its List of Priority Projects for Fiscal Years 2025-26 to 2029-30 Table 5 Discretionary Projects to add the City of Gainesville:

- Sweetwater Greenway Multi-Use Trail Project as Priority 17; and
- Waldo Greenway Trail Rehabilitation Project as Priority 18.

BACKGROUND

The City of Gainesville has requested that its Sweetwater Greenway project be included in the List of Priority Projects for Fiscal Years 2025-26 to 2029-30. The City of Gainesville staff has informed Metropolitan Transportation Planning Organization staff that it is submitting a federal grant application under the *Active Transportation Infrastructure Investment Program* (ATIIP) for the Sweetwater Greenway Multi-Use Trail. (see Exhibit 1). The City's application is for planning and design activities related to the Sweetwater Greenway Multi-Use Trail. The funding request is for \$450,000 with an additional \$112,500 of local match. In addition, the City of Gainesville will be pursuing federal funding in order to rehabilitate the Waldo Greenway Trail.

Exhibit 2 is the draft Table 5 Transportation System Supplemental/Discretionary Priorities Gainesville Metropolitan Area Fiscal Years 2025-26 to 2029-30 from the List of Priority Projects.

Attachments

EXHIBIT 1

SWEETWATER GREENWAY - request for inclusion in the LOPP

The City of Gainesville is submitting a federal grant application under the *Active Transportation Infrastructure Investment Program* (ATIIP) for planning and design activities related to the Sweetwater Greenway multiuse trail, see Figure 1 for location and context within the trail network. The funding request is for \$450,000 with an additional \$112,500 as local match.

Figure 1: Project Location Map





The proposed multiuse trail is being advanced as it meets the intent of the ATIIP funding opportunity by:

- Providing a strategic connection in the existing active transportation network, and improving the overall safety and efficiency of travel around downtown and through surrounding neighborhoods;
- Addressing climate change by reducing GHG emissions through the reduction of automobile trips;
- Providing improved access to shopping, employment opportunities, parks and other cultural amenities for those living in traditionally underserved communities; and,
- 4. Improving the integration of the active transportation system with public transit, particularly with the establishment of a direct link to the downtown transit transfer station.

Considerable public support exists for the creation of this trail: local private interests held a greenway loop festival in 2023 with the goal of promoting the multiuse trail concept, and the City received multiple letters from a diversity of stakeholders including the Chamber of Commerce, Sierra Club, the League of Women Voters, and Gainesville Citizens for Active Transportation (GCTA) among others expressing support for the grant application. The trail was also included as an integral part of the recently adopted Gainesville Downtown Strategic Plan.

The required local match for the grant will be provided through the Wild Spaces Public Places sales tax proceeds.

The application is due July 17, 2024. The grant requires inclusion of the project in the MTPO's List of Priority Projects (LOPP); the City requests inclusion of the project under Table 5 as number 17.

E. Transportation System Supplemental/Discretionary Priorities

Table 5 Transportation System Supplemental/Discretionary Priorities Gainesville Metropolitan Area Fiscal Years 2025-26 to 2029-30

Number	Local Funds Available	Funding Source	Project	Location	Description
1	YES		NW 98 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue	New construction 4 lanes/ replace a 2 lane rural section
2			SW 62 Boulevard Corridor	FM: SW 20 Avenue TO: Clark Butler Boulevard	Widen to 4 lanes, with bridge with dedicated transit lanes; median included*
3^			SW 62 Boulevard Corridor	FM: Newberry Road [SR 26] TO: SW 20 Avenue	Widen to 4 lanes, with dedicated transit lanes; median included
4	YES		Ft. Clark Boulevard	FM: Newberry Road [SR 26] TO: NW 23 Avenue	Widen to 4 lanes plus 2 dedicated transit lanes*
5	YES		NW 23 Avenue	FM: NW 83 Street TO: Ft. Clark Boulevard	New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions
6			NW 34 Street [SR 121]	AT: NW 30 Place	Install left turnlanes at Rock Creek entrance
7			Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
8			SW 20 Avenue	FM: SW 61 Street TO: SW 34th Street	New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38 Terrace and I-75
9*	YES		NW 83 Street	FM: NW 23 Avenue TO: NW 39 Avenue	Widen to 4 lanes/2 dedicated transit lanes
10		TAP	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
11		SR2S	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-Use Path
12		SR2S TAP	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: SE 1 Terrace	Construct Multiuse Path along the South Side

Table 5 (Continued) Transportation System Supplemental/Discretionary Priorities Gainesville Metropolitan Area Fiscal Years 2025-26 to 2029-30

Number	Local Funds Available	Funding Source	Project	Location	Description
		SR2S	Unicomonal Control of	FM: Gainesville High School	
13		TAP	Glen Springs Braid	TO: NW 34 Street [SR 121]	Construct Multiuse Path
		SR2S		FM: NW 16 Avenue	Extend the Multiuse Path North to
14		TAP	NW 6 Street Rail/Trail Extension	TO: NW 39 Avenue [SR 222]	NW 39 Avenue
		SR2S		FM: Hawthorne Road	
15		TAP	SE 43 Street	TO: University Avenue	Pedestrian Modifications
		SUNTrail			
16		TAP	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
			-	FM: Downtown Connector	
17		ATIIP	Sweetwater Greenway Multi-Use Trail	TO: NW 6th Street Trail	Planning and Design for Trail
				FM: University Avenue [SR 26]	
18	, n		Waldo Greenway Trail Rehabilitation	TO: NE 39 Avenue [SR 222]	Rehabilitate Trail

^{*} Does not include local funding for right-of-way and dedicated transit lane construction

@ = at; AADT = Average Annual Daily Traffic; ADA = Americans with Disabilities Act of 1990; ATIIP = Active Transportation Infrastructure Investment Program; E = East; FM = From; HWY = Highway; I = Interstate; MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; NW = Northwest; PD&E = Project Design and Environment Study; RTS = Regional Transit System; SR2S = Safe Routes to School; SUNTrail = Shared-Use Network Trail; SIB = State Infrastructure Bank; SR = State Road; SW = Southwest; TDP = Transit Development Plan; TAP = Transportation Alternatives Program; UF = University of Florida; U.S. = United States; W = West

These priorities are included for the purpose of participating in various state and federal grant program applications.

^{^ 2-}Lane Interim Project programmed



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July 29, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 477

SUBJECT: State Road 26 (Newberry Road) Multi-Use Concept Plan from

NW 43rd Street to SW 38th Street

TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

The Technical Advisory Committee recommends the Florida Department of Transportation offstreet State Road 26 (Newberry Road) Multi-Use Concept Plan from NW 43rd Street to SW 38th Street.

BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

The Bicycle/Pedestrian Advisory Board endorsed both recommendations of the implementation of the:

- Protected instreet bicycle lanes within the State Road 26 (Newberry Road) corridor between NW 43rd Street and SW 38th Street; and
- Florida Department of Transportation offstreet State Road 26 (Newberry Road) Multi-Use Concept Plan from NW 43rd Street to SW 38th Street.

JOINT RECOMMENDATION

The Citizens Advisory Committee and Staff recommend the implementation of the protected instreet bicycle lanes within the State Road 26 (Newberry Road) corridor between NW 43rd Street and SW 38th Street as previously requested by the Metropolitan Transportation Planning Organization.

BACKGROUND

At its meeting on December 4, 2023, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received a presentation on the Florida Department of Transportation Five-Year Tentative Work Program Fiscal Years 2024-25 .to 2028-29. Following its discussion and public comment, the Metropolitan Transportation Planning Organization approved a motion to:

Reiterate its request that the Florida Department of Transportation program a project to restripe State Road 26 (West Newberry Road) for protected instreet bikelanes.

At its meeting on February 25, 2019, the Metropolitan Transportation Planning Organization discussed the Florida Department of Transportation proposal to install bikelanes along State Road 26 (West Newberry Road) between NW 43rd Street and the 4100 block of State Road 26 (West Newberry Road). Following the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Reiterate its request that the Florida Department of Transportation program a project to restripe State Road 26 (West Newberry Road) for protected instreet bikelanes (see Exhibit 1).

At its meeting on April 3, 2017, the Metropolitan Transportation Planning Organization discussed bikelanes along State Road 26 (West Newberry Road) between NW 52nd Terrace and NW 34th Street regarding consistency of bikelane facilities and speed zones. Following this discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation program a project to restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes on West Newberry Road (State Road 26) between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street.

In response to the December 12, 2023 letter, the Florida Department of Transportation has provided an off-street multi-use path concept for the State Road 26 (Newberry Road) corridor (see Exhibit 1).

The Florida Department of Transportation offstreet State Road 26 (Newberry Road) Multi-Use Concept Plan from NW 43rd Street to SW 38th Street option provides the multimodal connectivity for bicyclists and retains the existing roadway profile, including onstreet parking.

The protected instreet bicycle lanes within the State Road 26 (Newberry Road) corridor between NW 43rd Street and SW 38th Street option removes the onstreet parking to provide the multimodal connectivity for bicyclists and with the narrowing of the general purpose lanes there would be opportunity to evaluate the corridor for lower speed limits.

Attachment

Mike Escalante

From: Sent: Scott Koons

Sent: To: Subject: Wednesday, July 10, 2024 2:01 PM Mike Escalante (escalante@ncfrpc.org) FW: SR 26 from NW 43rd to NW 38th

Attachments:

SR 26 from 43rd to 38th CONCEPT 071024 .pdf

From: Knight, James [mailto:James.Knight@dot.state.fl.us]

Sent: Wednesday, July 10, 2024 1:17 PM

To: Scott Koons; Alison Moss; Leistner, Deborah L.

Cc: Brown, Achaia

Subject: SR 26 from NW 43rd to NW 38th

Attached is FDOT's proposed concept to accommodate bikes along the subject section of SR-26. The concept provides a +- 12.5' wide sidewalk for bikes and peds to share in each direction. This allows most of the parking to remain. Please review and let me know of any concerns.

Thanks,

James M. Knight, P.E. Urban Planning and Modal Administrator Florida Department of Transportation District 2

Phone (904) 360-5646





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North Central Florida Regional Planning Council

July 29, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Alachua County Road Design Concepts

STAFF RECOMMENDATION

Receive Presentation.

BACKGROUND

Alachua County staff will make a presentation concerning design concepts for County roads.

During discussion of the List of Priority Projects for Fiscal Years 2025-26 to 2029-30 at the May 13, 2024 meeting, several members discussed County road projects and requested a status update to be provided by Alachua County Public Works staff at the August 5, 2024 meeting.



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July 29, 2024

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Metropolitan Planning Organization Staffing and Voting Structure

STAFF RECOMMENDATION

Continue discussion concerning the Metropolitan Planning Organization Staffing and Voting Structure.

BACKGROUND

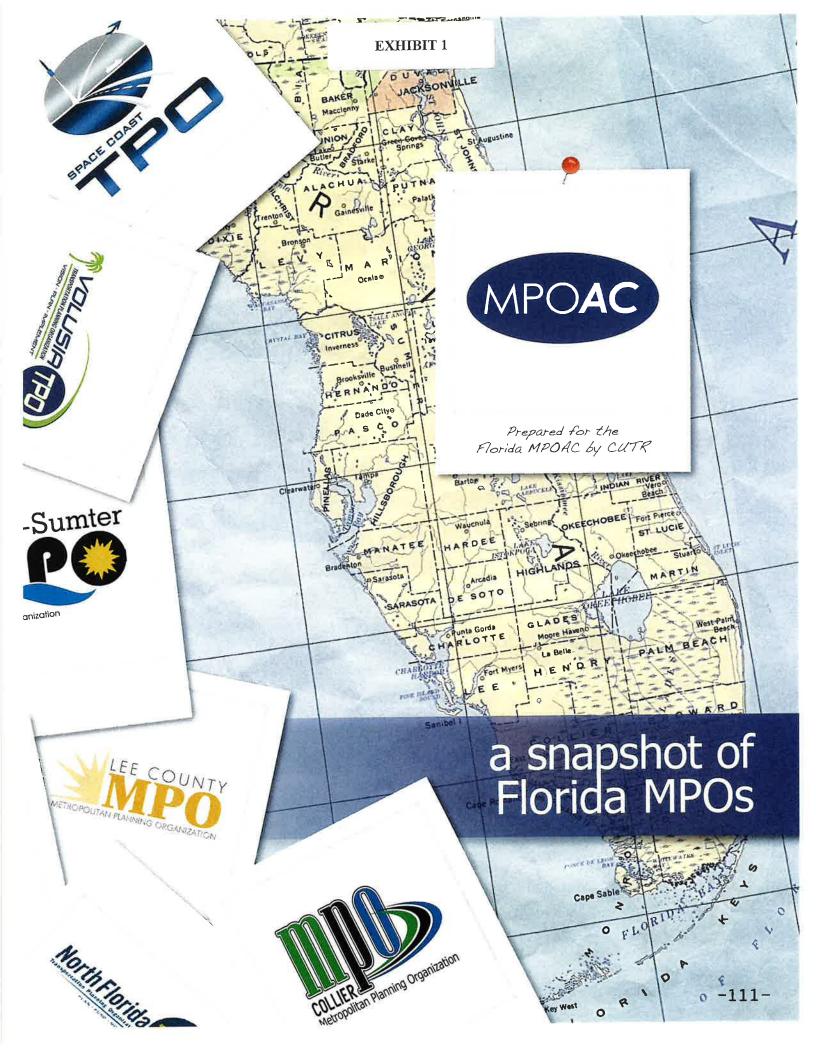
At its April 1, 2024 meeting, the Metropolitan Transportation Planning Organization requested metropolitan planning organization staffing and voting structure information of the Florida metropolitan planning organizations. Information provided by the Florida Metropolitan Planning Organization Advisory Council is attached as Exhibit 1.

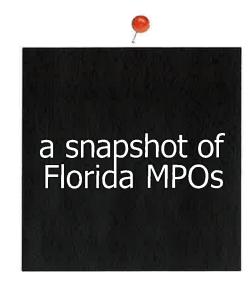
Attached as Exhibit 2 is information provided by Alachua County Growth Management Department concerning metropolitan planning organization staffing options.

At its May 13, 2024 meeting, the Metropolitan Transportation Planning Organization deferred this information item that was on the Consent Agenda.

At its June 3, 2024 meeting, the Metropolitan Transportation Planning Organization received a Metropolitan Planning Organization Advisory Council presentation and reviewed a proposal on the metropolitan planning organization staffing. There was some discussion of the proposal and then further discussion was deferred to its August 5,2024 meeting.

Attachments





APRIL 2011

Prepared for Florida Metropolitan Planning Organization Advisory Council 605 Suwannee Street, MS 28B

> Tallahassee, FL 32399-0450 850/414-4037

www.mpoac.org

Prepared by Melissa McCarville Center for Urban Transportation Research

University of South Florida

4202 E. Fowler Avenue, CUT100 Tampa, FL 33620-5375

813/974-3120

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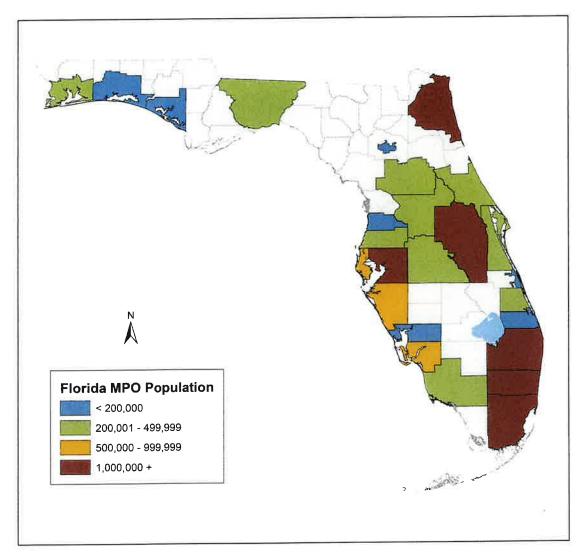


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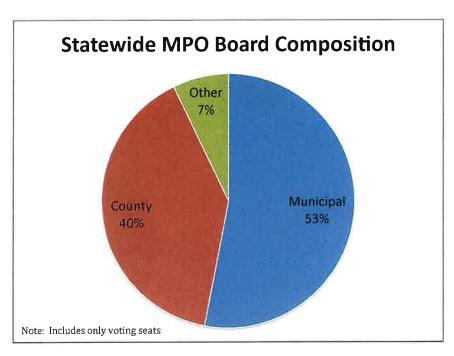
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Hernando County MPO	
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Lake Sumter MPO	
Lee County MPO	
Martin MPO	
METROPLAN Orlando	
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North Florida TPO	
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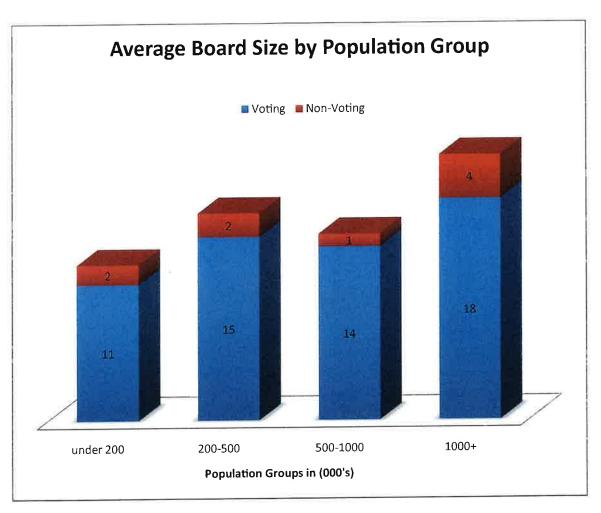
MPO FACTSHEET SUMMARY



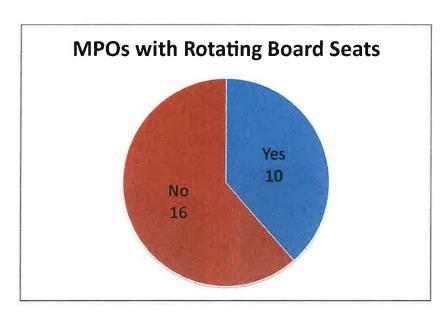
Florida's MPOs serve a wide range of population sizes with the smallest MPO serving a population of 110,000 people to the largest MPO serving an area of just over 2.5 million people (Note: population figures reflect only the area served by an individual MPO and may not correspond with Census figures or population figures used to determine Transportation Management Areas). The most common MPO size is in the band of 200,000 – 500,000 people. Nearly one-quarter (23 percent) of MPOs in Florida serve a population of over 1 million people while just over one-quarter (27 percent) of MPOs serve a population of below 200,000 people.



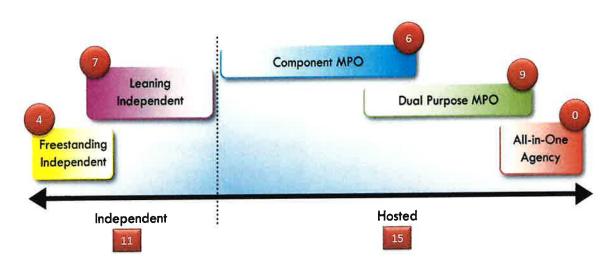
There are 26 MPOs in Florida with a total of 374 Governing Board voting members and a range of between 5 and 23 voting members (please note that the Miami-Dade Urbanized Area MPO is permitted to exceed the 19 member cap established in state statute). Section 339.175(3)(a), F.S. states that , "All voting members shall be elected officials of general-purpose local governments, except that an M.P.O. may include, as part of its apportioned voting members, a member of a statutorily authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of Space Florida. " Municipal elected officials (mayors and city council/ commission members) occupy 53 percent (199) of voting MPO Governing Board seats while county commissioners occupy 40 percent (149). The remaining 7 percent (27) of voting MPO Governing Board seats are occupied by an assortment of elected and appointed officials, the majority of whom represent independent modal agencies (transit authorities, airport/seaport authorities, etc.).



There are 26 MPOs in Florida with Governing Board memberships ranging from 6 to 29 members including both voting and non-voting members. Statewide, there are a total of 425 MPO Governing Board members, 374 of whom are voting members. The average size of an MPO Governing Board in Florida is approximately 16 members – 14 voting members and 2 non-voting members. MPOs serving areas over 1 million people tend to have the largest boards – an average of 18 voting members and 4 non-voting members. MPOs serving populations below 200,000 people tend to have the smallest Governing Boards – an average of 11 voting and 2 non-voting members.



Section 339.175(3)(a), F.S. states that, "The Governor, in accordance with 23 U.S.C. s. 134, may also provide for M.P.O. members who represent municipalities to alternate with representatives from other municipalities within the metropolitan planning area that do not have members on the M.P.O." These rotating MPO Governing Board seats allow groups of municipalities (typically smaller population municipalities – often grouped by geographic proximity) to more fully engage in the MPO process by allowing them to rotate on and off the MPO Governing Board as a full voting member – taking turns representing the interests of the group. In all, approximately 38 percent of MPOs in Florida (10) have made provisions for one or more rotating voting Governing Board seat.



Conventionally, MPOs have either been considered independent or hosted entities. Research now shows that MPO organizational structures span a continuum ranging from fully independent freestanding MPOs to MPOs that are so integrated with their host agency that they form a single, indistinguishable all-in-one agency. Of the 26 MPOs in Florida, a majority (15) are hosted MPOs while the remaining (11) MPOs are independent of a hosting agency. The most common organizational structure in the state is the Dual Purpose MPO. Over the past several years, MPOs in Florida have undergone a noticeable shift from the hosted to the independent category, with the majority of those falling in the Leaning Independent MPO category.

MPO Organizational Structures

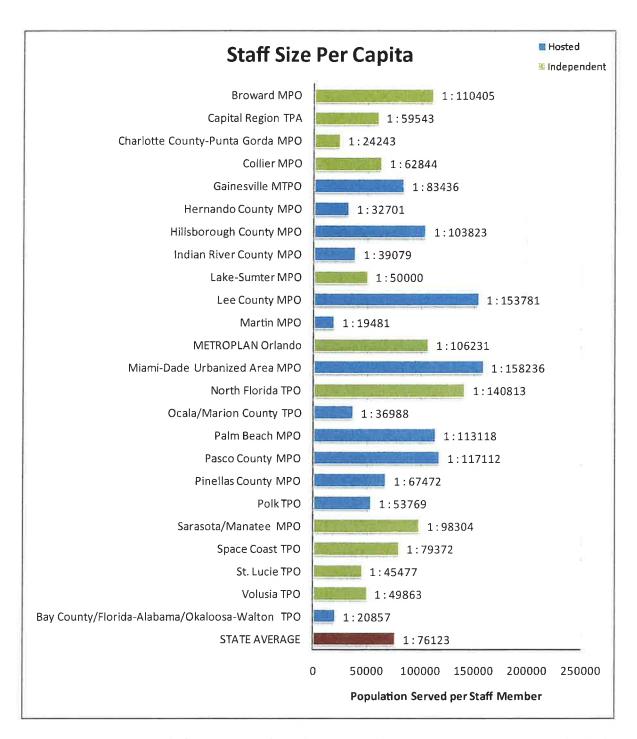
All-In-One Agency- The agency does not differentiate between MPO functions, non-MPO transportation functions, and all other functions of the broader agency.

Dual Purpose MPO- The host leverages MPO planning funds to maintain transportation planning staff that performs both MPO planning and host agency transportation planning functions.

Component MPO- MPO functions are separated from most functions of the host, but remains a division of the umbrella agency.

Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.



There are a combined total of 220 MPO staff members in Florida. The average ratio between individual MPO staff members and the population served (based on self-reported data) is one MPO staff member per 76,123 people served. There was a negligible difference between hosted and independent MPOs. It is important to keep in mind that MPOs require a minimum number of staff members to attend to the responsibilities of an MPO, regardless of the size of the population being served.



BAY COUNTY TPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Mary Robinson

Director E-mail: mary.robinson@wfrpc.org

Physical Address:

Mailing Address:

West Florida Regional Planning Council 4081 E. Olive Road, Suite A Pensacola, FL 32514 Post Office Box 11399 Pensacola, FL 32524-1399

Phone: (850) 332-7976

Fax: (850) 637-1923

Website: www.wfrpc.org/bctpo

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Bay	
Number of municipalities within MPO boundaries	8
Number of urbanized areas within MPO boundaries (all or part)	1
Panama City, FL (Part)	
Population served by the MPO14	48,217

MPO GOVERNING BOARD

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Bay County	5	Y	N
City of Panama City	5	Y	N
City of Callaway	2	Y	N
City of Lynn Haven	2	Y	N
City of Panama City Beach	1	Y	N
City of Parker	1	Y	N
City of Springfield	1	Y	N
City of Mexico Beach	1	Y	N

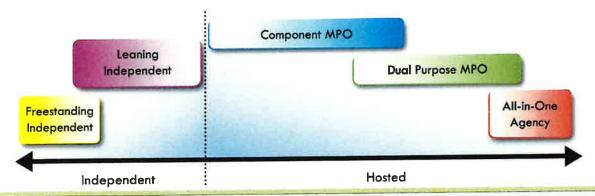
Number of voting members1	8
Number of non-voting members	0

Total number of members on MPO Board......18

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum10

Supporting MPO Committees: Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC)



LEGEND

All-In-One Agency- The agency does not differentiate between MPO functions, non-MPO transportation functions, and all other functions of the broader agency.

Dual Purpose MPO- The host leverages MPO planning funds to maintain transportation planning staff that performs both MPO planning and host agency transportation planning functions.

Component MPO- MPO functions are separated from most functions of the host, but remains a division of the umbrella agency.

Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

STAFF SIZE AND EXPERTISE

MPO professional staff size	2ε
MPO financial staff size	2
	Total MPO staff size35



BROWARD MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Greg Stuart

Director E-mail: stuartg@browardmpo.org

Physical Address:

100 West Cypress Creek Road, Suite 850

Ft. Lauderdale, FL 33309

Phone: (954) 876-0033

Fax: (954) 876-0062

Website: www.browardmpo.org

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Broward	
Number of municipalities within MPO boundaries	31
Number of urbanized areas within MPO boundaries (all or part)	1
Miami, FL (Part)	
Population served by the MPO	6,476

MPO GOVERNING BOARD

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Municipal District 1	2	Y	N
City of Coral Springs			
City of Tamarac			
Municipal District 2	2	Y	N
City of Pompano Beach			
City of Deerfield Beach			
Municipal District 3	3	Y	N
City of Lauderhill			
City of Plantation			
City of Sunrise			
Municipal District 4	1	Y	N
City of Hollywood			
Municipal District 5	4	Y	N
City of Davie			
City of Miramar			
City of Pembroke Pines			
City of Weston		37	V
City of Fort Lauderdale	2	Y	Y
Broward County	3	Y	N
SFRTA	1	Y	N
Broward County School Board	1	Y	N
FDOT D-4	1	N	N

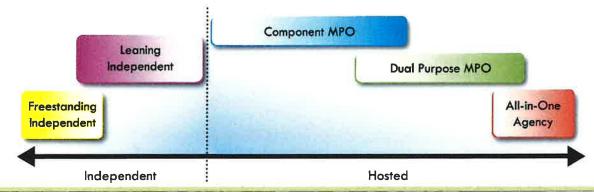
Number of voting members	19
Number of non-voting members	1
	Total number of members on MPO Board20

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum10

Supporting MPO Committees: Technical Coordinating Committee (TCC), Community Involvement Roundtable (CIR), and Broward County Coordinating Board for Transportation Disadvantaged Services (BCCB)

Is the MPO hosted by another agency or independent?......Independent
Where does the MPO fall along the continuum below?.....Freestanding Independent MPO



LEGEND

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Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

STAFF SIZE AND EXPERTISE

MPO professional staff size	1	6
MPO financial staff size		0
MPO administrative staff size		0
	Total MPO staff size1	6



CAPITAL REGION TPA

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Harry Reed

Director E-mail: Harry.Reed@talgov.com

Physical Address:

Mailing Address:

408 S. Adams Street

City Hall

Tallahassee, FL 32301

300 S. Adams Street, Box A-19

Tallahassee, FL 32301

Phone: (850) 891-6800

Fax: (850) 891-8734

Website: www.crtpa.org

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	4
Leon; Gadsden; Wakulla; Jefferson	
Number of municipalities within MPO boundaries	10
Number of urbanized areas within MPO boundaries (all or part)	1
Tallahassee, FL	
Population served by the MPO357	7,259

Agency/Locality Represented	Number of Members	Voting?	Rotating
Leon County	7	Y	N
Jefferson County*	1	Y	N
Gadsden County	1	Y	N
Wakulla County*	1	Y	N
City of Tallahassee	3	Y	N
Gadsden Cities City of Chattahoochee Town of Greensboro City of Gretna Town of Havana City of Midway City of Quincy	1	Y	Y
Leon County School Board	1	Y	N
Florida DOT	1	N	N
FHWA	1	N	N
StarMetro (Transit System)	1	N	N

Number of voting members15
Number of non-voting members3

Total number of members on MPO Board......18

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?......Yes

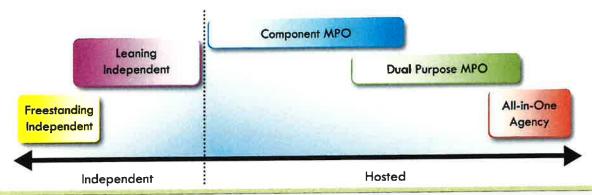
Voting is weighted by population:

	Votes	Weight
Leon County School Board	1	1
Gadsden Cities	1	5
Gadsden County	1	9
Wakulla County	1	7
Jefferson County	1	4
Leon County	7	37
City of Tallahassee	3	37

Number of members required to form quorum8

Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Multimodal Advisory Committee (MAC), and Leon County Transportation Disadvantaged Coordinating Board (TDCB)

Is the MPO hosted by another agency or independent?......Independent
Where does the MPO fall along the continuum below?.....Leaning Independent MPO



LEGEND

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Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

Who hires/supervises the MPO Executive Director? ______ MPO Governing Board
Who hires/supervises the MPO staff? _____ MPO Executive Director

STAFF SIZE AND EXPERTISE

MPO professional staff size	5
Wil O professional stati size	
MPO financial staff size	0
MPO administrative staff size	1
	Total MPO staff size6

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Bob Herrington

Director E-mail: bob@ccmpo.com

Physical Address:

East Port Environmental Campus 25550 Harbor View Road, Suite 4

Port Charlotte, FL 33980

Phone: (941) 883-3535

Fax: (941) 883-3534

Website: www.ccmpo.com

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Charlotte	
Number of municipalities within MPO boundaries	1
Number of urbanized areas within MPO boundaries (all or part)	2
North Port – Punta Gorda, FL (Part); Sarasota – Bradenton, FL (Part)	
Population served by the MPO169,70	0

MPO GOVERNING BOARD

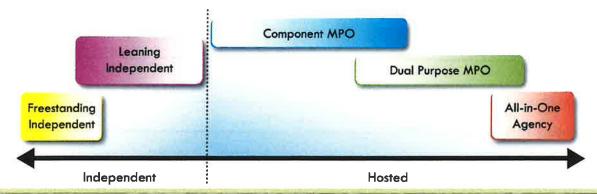
Agency/Locality Represented	Number of Members	Voting?	Rotating?
Charlotte County	3	Y	N
City of Punta Gorda	1	Y	N
Charlotte County Airport Authority	1	Y	N
FDOT	1	N	N

Number of voting members	5
Number of non-voting members	1
	Total number of members on MPO Board6

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum3
Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens' Advisory Committee

Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens' Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), Community Traffic Safety Team (CTST), and Local Coordinating Board (LCB)



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

STAFF SIZE AND EXPERTISE



COLLIER MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Lorraine Lantz (Interim)

Director E-mail: lorrainelantz@colliergov.net

Physical Address:

2885 S. Horseshoe Drive

Naples, FL 34104

Phone: (239) 252-8192

Fax: (239) 252-5715

Website: www.colliermpo.com

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Collier	
Number of municipalities within MPO boundaries	1
Number of urbanized areas within MPO boundaries (all or part)	1
Bonita Springs – Naples, FL (Part)	
Population served by the MPO251,	377

MPO GOVERNING BOARD

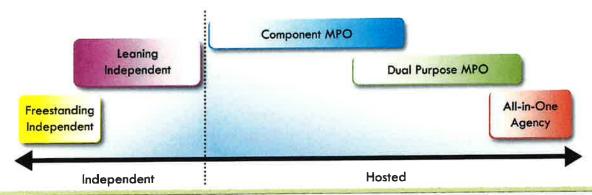
Agency/Locality Represented	Number of Members	Voting?	Rotating?
Collier County	5	Y	N
City of Naples	2	Y	N
Everglades City	1	Y	N
City of Marco Island	1	Y	N
FDOT	1	N	N

Number of voting members	9
Number of non-voting members	1
	Total number of members on MPO Board10

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum5

Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Pathways Advisory Committee (PAC), Congestion Management System/Intelligent Transportation Systems Stakeholders Committee (CMS/ITS), and Local Coordinating Board (LCB) for the Transportation Disadvantaged



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

STAFF SIZE AND EXPERTISE

MPO professional staff size	3
WIFO professional staff size	
MPO financial staff size	(
MPO administrative staff size	1
Total MPO staff size	4



FLORIDA-ALABAMA TPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Mary Robinson

Director E-mail: mary.robinson@wfrpc.org

Physical Address:

Mailing Address:

West Florida Regional Planning Council 4081 E. Olive Road, Suite A

Pensacola, FL 32514

Post Office Box 11399 Pensacola, FL 32524-1399

Phone: (850) 332-7976

Fax: (850) 637-1923

Website: www.wfrpc.org/fatpo

Number of states within MPO boundaries	2
Number of counties within MPO boundaries (all or part)	3
Escambia (Part); Santa Rosa (Part); Baldwin (Part)	
Number of municipalities within MPO boundaries	3
Number of urbanized areas within MPO boundaries (all or part)	2
Pensacola, FL – AL; Fort Walton Beach, FL (Part)	
Population served by the MPO392,09	58

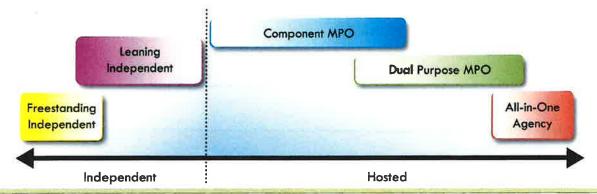
MPO GOVERNING BOARD

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Escambia County	5	Y	N
City of Pensacola	5	Y	N
Santa Rosa County	5	Y	N
City of Gulf Breeze	1	Y	N
City of Milton	1	Y	N
Baldwin County	1	Y	N

Number of voting members	18
Number of non-voting members	0
	Total number of members on MPO Board18

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum10
Supporting MPO Committees: Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC)



LEGEND

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Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

STAFF SIZE AND EXPERTISE

MPO professional staff size	26
MPO financial staff size	2
MPO administrative staff size	7
	Total MPO staff size



GAINESVILLE MTPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Marlie Sanderson

Director E-mail: sanderson@ncfrpc.org

Physical Address:

North Central Florida RPC 2009 NW 67 Place Gainesville, FL 32653

Phone: (352) 955-2200 x103

Fax: (352) 955-2209

Website: www.ncfrpc.org/mtpo/index.html

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Alachua (Part)	
Number of municipalities within MPO boundaries	1
Number of urbanized areas within MPO boundaries (all or part)	1
Gainesville, FL	
Population served by the MPO166,	,871

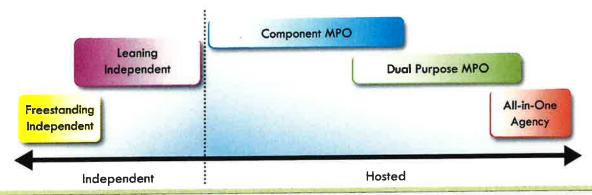
Agency/Locality Represented	Number of Members	Voting?	Rotating?
City of Gainesville	7	Y	N
Alachua County	5	Y	N
FDOT	1	N	N
University of Florida	1	N	N
"Rural Advisor" City of High Springs	11	N	N

Number of voting members	12
Number of non-voting members	3
	Total number of members on MPO Board 15

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No	O
Number of members required to form quorum	7
4 City Commissioners plus 3 County Commissioners	
Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee	

(CAC), and Urban Area Bicycle/Pedestrian Advisory Board (BPAB)



LEGEND

All-In-One Agency- The agency does not differentiate between MPO functions, non-MPO transportation functions, and all other functions of the broader agency.

Dual Purpose MPO- The host leverages MPO planning funds to maintain transportation planning staff that performs both MPO planning and host agency transportation planning functions.

Component MPO- MPO functions are separated from most functions of the host, but remains a division of the umbrella agency.

Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

Who hires/supervises the MPO Executive Director?......Planning Council Governing Board
Who hires/supervises the MPO staff?......Planning Council Executive Director

MPO professional staff size	
IMI O professional stati size	
MPO financial staff size	
MPO administrative staff size	
	Total MPO staff size2



HERNANDO COUNTY MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Dennis Dix

Director E-mail: dennisd@co.hernando.fl.us

Physical Address:

20 North Main Street, Room 262

Brooksville, FL 34601

Phone: (352) 754-4057

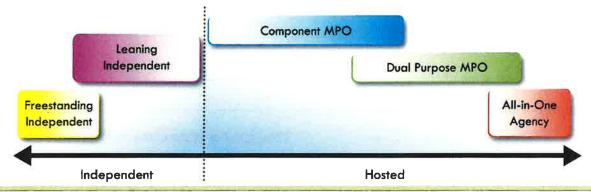
Fax: (352) 754-4420

Website: www.co.hernando.fl.us/mpo

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Hernando	
Number of municipalities within MPO boundaries	2
Number of urbanized areas within MPO boundaries (all or part)	1
Brooksville, FL (Part)	
Population served by the MPO13	0.802

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Hernando County	5	Y	N
City of Brooksville	1	Y	N
FDOT	1	N	N
Number of voting members Number of non-voting members			
	NG AND QUORUM STRUCTUR)		

Does the MPO Board have a weighted voting structure?.....No



LEGEND

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Dual Purpose MPO- The host leverages MPO planning funds to maintain transportation planning staff that performs both MPO planning and host agency transportation planning functions.

Component MPO- MPO functions are separated from most functions of the host, but remains a division of the umbrella agency.

Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	3
MPO financial staff size	0
MPO administrative staff size	1
	Total MPO staff size4



HILLSBOROUGH COUNTY MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Ray Chiaramonte

Director E-mail: rayc@plancom.org

Physical Address:

Mailing Address

601 E. Kennedy Blvd., 18th Floor

Tampa, FL 33602

P.O. Box 1110 Tampa, FL 33602

Phone: (813) 272-5940

Fax: (813) 301-7172

Website: www.hillsboroughmpo.org

··· · · · · · · · · · · · · · · · · ·	1
Number of states within MPO boundaries	
Number of counties within MPO boundaries (all or part)	1
Hillsborough	
Number of municipalities within MPO boundaries	4
Number of urbanized areas within MPO boundaries (all or part)	3
Tampa – St. Petersburg, FL (Part); Zephyrhills, FL (Part); Lakeland, FL (Part)	
Population served by the MPO	.1,245,870

Agency/Locality Represented	Number of Members	Voting?	Rotating
Hillsborough County	4	Y	N
City of Tampa	3	Y	N
City of Plant City	1	Y	N
City of Temple Terrace	1	Y	N
Hillsborough Area Regional Transit Authority	1 /	Y	N
Hillsborough County Aviation Authority	1	Y	N
Fampa-Hillsborough Expressway Authority	1	Y	N
Fampa Port Authority	1	Y	N
FDOT	1	N	N
Hillsborough County Planning Commission	1	N	N

VOTING AND QUORUM STRUCTURE

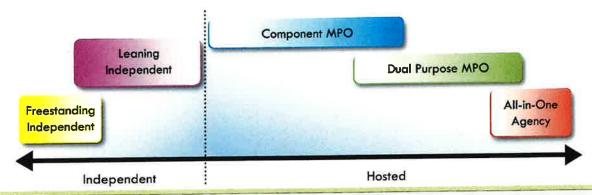
Number of non-voting members......2

Total number of members on MPO Board......15

and Livable Roadways Committee

Is the MPO hosted by another agency or independent?______Hosted

Where does the MPO fall along the continuum below?______Dual Purpose MPO



LEGEND

All-In-One Agency - The agency does not differentiate between MPO functions, non-MPO transportation functions, and all other functions of the broader agency.

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Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	10
MPO financial staff size	C
MPO administrative staff size	
,	Total MPO staff size12



INDIAN RIVER COUNTY MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Phil Matson

Director E-mail: pmatson@ircgov.com

Physical Address:

1801 27th Street Vero Beach, FL 32960

Phone: (772) 226-1672

Fax: (772) 978-1806

Website: www.irmpo.com

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Indian River	
Number of municipalities within MPO boundaries	5
Number of urbanized areas within MPO boundaries (all or part)	1
Vero Beach – Sebastian, FL (Part)	
Population served by the MPO117,2:	37

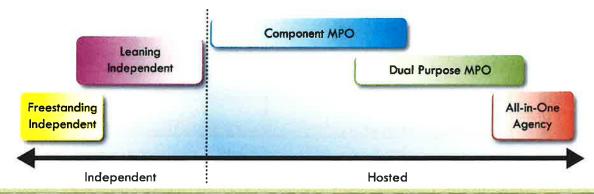
Agency/Locality Represented	Number of Members	Voting?	Rotating?
Indian River County	5	Y	N
City of Vero Beach	2	Y	N
City of Sebastian	2	Y	N
Town of Indian River Shores	1	Y	N
City of Fellsmere	1	Y	N
School Board	1	Y	N
Town of Orchid	1	N	N
FDOT District 4 Secretary	1	N	N
FDOT State Transportation Planner	1	N	N

Number of voting members	12
Number of non-voting members	3
	Total number of members on MPO Board15

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum7

Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), Transportation Disadvantaged Local Coordinating Board (TDLCB), Community Transportation Coordinator (CTC), Treasure Coast Transportation Coordinator (TCTC), and Regional Advisory Committee (RAC)



LEGEND

All-In-One Agency- The agency does not differentiate between MPO functions, non-MPO transportation functions, and all other functions of the broader agency.

Dual Purpose MPO- The host leverages MPO planning funds to maintain transportation planning staff that performs both MPO planning and host agency transportation planning functions.

Component MPO- MPO functions are separated from most functions of the host, but remains a division of the umbrella agency.

Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

Who hires/supervises the MPO Executive Director?......County Community Development Director

Who hires/supervises the MPO Staff?......MPO Staff Director

MPO professional staff size		2
MPO financial staff size		C
MPO administrative staff size		1
1	Total MPO staff size	3



LAKE-SUMTER MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: T.J. Fish

Director E-mail: TJFish@LakeSumterMPO.com

Physical Address:

1616 South 14th Street Leesburg, FL 34748

Phone: (352) 315-0170

Fax: (352) 315-0993

Website: www.LakeSumterMPO.com

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	2
Lake; Sumter	
Number of municipalities within MPO boundaries	19
Number of urbanized areas within MPO boundaries (all or part)	3
Leesburg – Eustis, FL; Orlando, FL (Part); Lady Lake, FL (Part)	
Population served by the MPO4	00,000

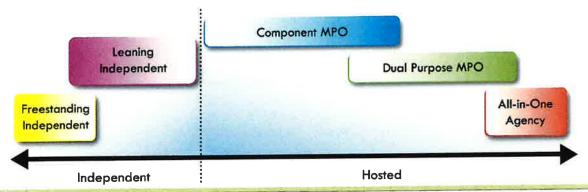
Agency/Locality Represented	Number of Members	Voting?	Rotating?
Lake County	5	Y	N
Sumter County	2	Y	N
City of Clermont	1	Y	N
Town of Lady Lake	1	Y	N
City of Eustis	1	Y	N
City of Leesburg	1	Y	N
City of Minneola	1	Y	N
City of Mount Dora	1	Y	N
City of Tavares	1	Y	N
Lake County Small Municipality Seat Town of Astatula City of Fruitland Park City of Groveland Town of Howey-in-the-Hills City of Mascotte Town of Montverde City of Umatilla	1	Y	Y
Sumter County Small Municipality Seat Bushnell Center Hill Coleman Webster Wildwood	1	Y	I I I I I I I I I I I I I I I I I I I
Florida Central Railroad	1	N	N
Lake County School Board	1	N	N
Sumter County School Board	1	N	N
Lake County Small Municipalities	6	N	Y
Sumter County Small Municipalities	4	N	Y
Number of voting members			

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum9

Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), Lake County Transportation Disadvantaged Coordinating Board, and Sumter County Transportation Disadvantaged Coordinating Board

Is the MPO hosted by another agency or independent?......Independent
Where does the MPO fall along the continuum below?.....Leaning Independent MPO



LEGEND

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Component MPO- MPO functions are separated from most functions of the host, but remains a division of the umbrella agency.

Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	6
MPO financial staff size	1
MPO administrative staff size	1
Total MPO ctaff cize	8



LEE COUNTY MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Donald Scott

Director E-mail: dscott@swfrpc.org

Physical Address:

1926 Victoria Avenue Ft. Myers, FL 33901

Phone: (239) 338-2550

Fax: (239) 338-2560

Website: www.mpo-swfl.org

Number of states within MPO boundaries	,1
Number of counties within MPO boundaries (all or part)	1
Lee	
Number of municipalities within MPO boundaries	5
Number of urbanized areas within MPO boundaries (all or part)	3
Cape Coral, FL; Bonita Springs – Naples, FL (Part); Sarasota – Bradenton, FL (Part)	
Population served by the MPO615,1	24

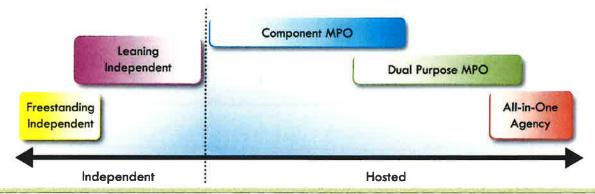
Agency/Locality Represented	Number of Members	Voting?	Rotating?
Lee County	5	Y	N
City of Fort Myers	3	Y	N
City of Sanibel	1	Y	N
Town of Fort Myers Beach	1	Y	N
City of Bonita Springs	2	Y	N
City of Cape Coral	4	Y	N
FDOT D1 Secretary	1	N	N

Number of voting members	16
Number of non-voting members	1
	Total number of members on MPO Board

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No	0
Number of members required to form quorum	9

Supporting MPO Committees: Citizens' Advisory Committee (CAC), Technical Advisory Committee (TAC), Transportation Disadvantaged Local Coordinating Board (LCB), Bicycle Pedestrian Coordinating Committee (BPCC), and Traffic Management and Operations Committee (TMOC)



LEGEND

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Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size		4
MPO financial staff size		0
MPO administrative staff size		0
	Total MPO staff size	4



MARTIN MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Beth Beltran

Director E-mail: bbeltran@martin.fl.us

Physical Address:

2401 S.E. Monterey Road

Stuart, FL 34996

Phone: (772) 288-5484

Fax: (772) 221-2389

Website: www.martinmpo.com

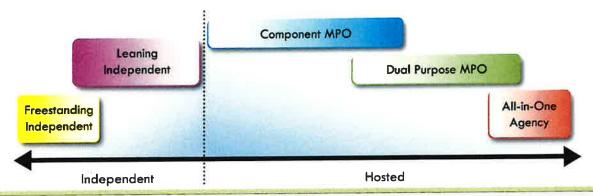
Number of states within MPO boundaries
Number of states within Mr o boundaries
Number of counties within MPO boundaries (all or part)
Martin
Number of municipalities within MPO boundaries
Number of urbanized areas within MPO boundaries (all or part)
Port St. Lucie, FL (Part); Miami, FL (Part)
Population served by the MPO116,88

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Martin County	4	Y	N
City of Stuart	2	Y	N
Town of Sewall	1	Y	N
FDOT	1	N	N
Indiantown CRA	1	_ N	N
St. Lucie TPO Board Member	1	N	N

Number of voting members		7
Number of non-voting members		3
	Total number of members on MPO Board 1	٥

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum4
Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), and Local Coordinating Board for the Transportation Disadvantaged (LCB-TD)



LEGEND

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Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	
Wil O professionar start size	
MPO financial staff size	1
MPO administrative staff size	
Т	otal MPO staff size



METROPLAN ORLANDO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Harold Barley

Director E-mail: hbarley@metroplanorlando.com

Physical Address:

One Landmark Center 315 East Robinson Street, Suite 355 Orlando, FL 32801

Phone: (407) 481-5672

Fax: (407) 481-5680

Website: www.metroplanorlando.com

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	3
Seminole; Orange; Osceola	
Number of municipalities within MPO boundaries	22
Number of urbanized areas within MPO boundaries (all or part)	2
Orlando, FL; Kissimmee, FL	
Population served by the MPO1,805	,921

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Seminole County	2	Y	N
Central Florida Regional	1	Y	N
Transportation Authority			
City of Orlando	2	Y	N
City of Altamonte Springs	1	Y	N
City of Apopka	1	Y	N
City of Kissimmee	1	Y	N
City of Sanford	1	Y	N
Greater Orlando Aviation Authority	1	Y	N
Orange County	6	Y	N
Orlando-Orange County Expressway Authority	1	Y	N
Sanford Airport Authority	1	Y	N
Osceola County	1	Y	N
Kissimmee Gateway Airport	1	N	N
FDOT D5 Secretary	1	N	N
Transportation Technical Committee	1	N	N
Citizen's Advisory Committee	1	N	N
Bicycle/Pedestrian Advisory Committee	1	N	N
Municipal Advisory Committee	1	N	N

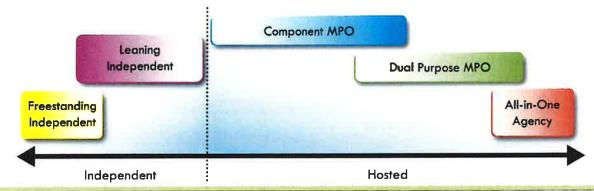
Number of voting members	19
Number of non-voting members	10
	Total number of members on MPO Board29

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?	Ю
Number of members required to form quorum1	0

Supporting MPO Committees: Citizens' Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), Municipal Advisory Committee (MAC), Transportation Technical Committee (TTC), and Transportation Disadvantages Local Coordinating Board (TDLCB)

Is the MPO hosted by another agency or independent?......Independent
Where does the MPO fall along the continuum below?.....Freestanding Independent MPO



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	12
MPO financial staff size	
MPO administrative staff size	
	Total MPO staff size1

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Irma San Roman (Interim)

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Physical Address:

Stephen P. Clark Center 111 NW 1st Street, Suite 920 Miami, FL 33128

Phone: (305) 375-4507

Fax: (305) 375-4950

Website: www.miamidade.gov/mpo

Mailing Address:

Metropolitan Planning Organization 111 NW 1st Street, Suite 920 Miami, FL 33128

Number of states within MPO boundaries1
Number of counties within MPO boundaries (all or part)1
Miami-Dade
Number of municipalities within MPO boundaries35
Number of urbanized areas within MPO boundaries (all or part)1
Miami, FL (Part)
Population served by the MPO2,531,769

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Board of County Commission	13	Y	N
Miami-Dade Expressway Authority	1	Y	N
Miami-Dade School Board	1	Y	N
City of Homestead	1	Y	N
City of Miami Beach	1	Y	N
City of Miami Gardens	1	Y	N
City of North Miami	1	Y	N
City of Hialeah	1	Y	N
City of Miami	1	Y	N
Municipal Representative	1	Y	N
Citizen/Non-Elected Official	1	Y	N
FDOT	2	N	N

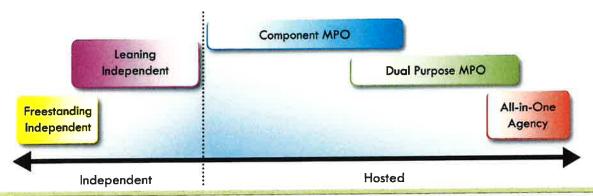
Number of voting members23
Number of non-voting members2

Total number of members on MPO Board......25

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No)
Number of members required to form quorum12	!

Supporting MPO Committees: MPO Review Committee, Transportation Planning Council (TPC), Citizens Transportation Advisory Committee (CTAC), Bicycle/Pedestrian Advisory Committee (BPAC), Freight Transportation Advisory Committee (FTAC), Transportation Disadvantaged Local Coordinating Board (LCB), and Transportation Aesthetic Review Committee (TARC)



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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	12
•	
MPO financial staff size	1
MPO administrative staff size	3
	Total MPO staff size16



NORTH FLORIDA TPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Jeff Sheffield

Director E-mail: jsheffield@northfloridatpo.com

Physical Address:

1022 Prudential Drive Jacksonville, FL 32207

Phone: (904) 306-7500

Fax: (904) 306-7501

Website: www.northfloridatpo.com

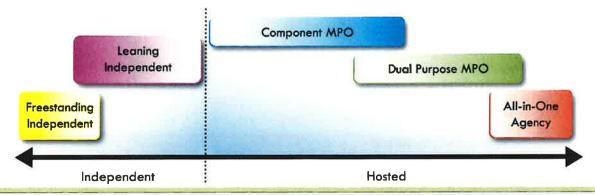
Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	4
Nassau (Part); Duval (Part), Clay (Part); St. Johns (Part)	
Number of municipalities within MPO boundaries	2
Number of urbanized areas within MPO boundaries (all or part)	2
Jacksonville, FL; St. Augustine, FL	
Population served by the MPO	5

Agency/Locality Represented	Number of Members	Voting?	Rotating
Clay County	2	Y	N
St. Johns County	1	Y	N
Nassau County	1	Y	N
City of Jacksonville	4	Y	N
City of St. Augustine	1	Y	Y
Beach Community Seat Atlantic Beach Neptune Beach Jacksonville Beach	1	Y	Y
Jacksonville Port Authority Board	1	Y	N
Member			
Jacksonville Aviation Authority	1	Y	N
Jacksonville Transportation Authority	1	Y	N
St. Augustine - St. Johns County Airport Authority	1	Y	N
Nassau County Ocean, Highway and Port Authority	1	Y	N
FDOT D2	1	N	N
US Navy	1	N	N
Baker County	1	N	N
Flagler County	1	N	N
Putnam County	1	N	N

Number of voting members	15
Number of non-voting members	5
	Total number of members on MPO Board 20

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?	Yes
The four (4) members from the City of Jacksonville have double-weighted votes; however, in practice their double-weighted votes have never been invoked.	
Number of members required to form quorum	8
Supporting MPO Committees: Technical Coordinating Committee (TCC), Citizens Advisory Committee (CAC), and Duval County Transportation Disadvantaged Coordinating Board (TDCB))



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

Who hires/supervises the MPO Executive Director? MPO Governing Board

Who hires/supervises the MPO staff? MPO Executive Director

MPO professional staff size	6
MPO financial staff size	1
MPO administrative staff size	2
	Total MPO staff size9



OCALA/MARION COUNTY TPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Greg Slay

Director E-mail: gslay@ocalafl.org

Physical Address:

121 S.E. Watula Avenue

Ocala, FL 34471

Phone: (352) 629-8297

Fax: (352) 629-8240

Website: www.ocalamariontpo.org

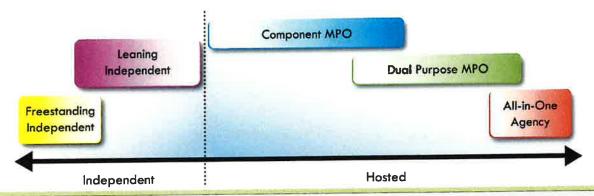
A Communication of the Communi	_1
Number of states within MPO boundaries	2000
Number of counties within MPO boundaries (all or part)	1
Marion	
Number of municipalities within MPO boundaries	5
Number of urbanized areas within MPO boundaries (all or part)	2
Ocala, FL; Lady Lake, FL (Part)	
Population served by the MPO258,9	916

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Marion County	5	Y	N
City of Ocala	5	Y	N
City of Dunnellon	1	Y	N
City of Belleview	1	Y	N

Number of voting members	12
Number of non-voting members	0
	Total number of members on MPO Roard 12

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?	No
Number of members required to form quorum	7
Supporting MPO Committees: Citizens' Advisory Committee (CAC), Technical Advisory Committe	
(TAC), Transportation Disadvantaged Local Coordinating Board (TDLCB), and Transit Executive	е
Committee (TEC)	



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size		5
•		
MPO financial staff size		0
MPO administrative staff size	il .	2
	Total MDO staff size	7



OKALOOSA-WALTON TPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Mary Robinson

Director E-mail: mary.robinson@wfrpc.org

Physical Address:

Mailing Address:

West Florida Regional Planning Council 4081 E. Olive Road, Suite A Post Office Box 11399 Pensacola, FL 32524-1399

Pensacola, FL 32514

Phone: (850) 332-7976

Fax: (850) 637-1923

Website: www.wfrpc.org/bctpo

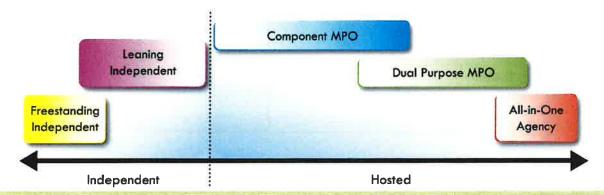
Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	2
Okaloosa (Part); Walton (Part)	
Number of municipalities within MPO boundaries	10
Number of urbanized areas within MPO boundaries (all or part)	2
Fort Walton Beach, FL (Part); Panama City, FL (Part)	
Population served by the MPO18	39,714

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Okaloosa County	4	Y	N
City of Fort Walton Beach	2	Y	N
City of Crestview	2	Y	N
City of Valparaiso	1	Y	N
City of Niceville	1	Y	N
City of Mary Esther	1	Y	N
City of Destin	2	Y	N
Walton County	3	Y	N
City of Defuniak Springs	1	Y	N

Number of voting members	17
Number of non-voting members	0
	Total number of members on MPO Board17

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum9
Supporting MPO Committees: Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC)



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	20
MPO financial staff size	
MPO administrative staff size	
	Total MPO staff size35



PALM BEACH MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Randy Whitfield

Director E-mail: rwhitfie@pbcgov.org

Physical Address:

2300 North Jog Road, 4th Floor West Palm Beach, FL 33411

Phone: (561) 684-4170

Fax: (561) 233-5664

Website: www.pbcgov.com/mpo

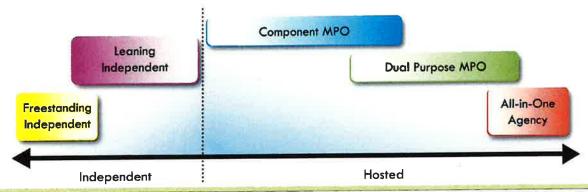
Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Palm Beach (Part)	
Number of municipalities within MPO boundaries	38
Number of urbanized areas within MPO boundaries (all or part)	1
Miami, FL (Part)	
Population served by the MPO	.1,131,184

Agency/Locality Represented	Number of Members	Voting?	Rotating?
City of Belle Glade	1	Y	N
City of Boca Raton	2	Y	N
City of Boynton Beach	1	Y	N
City of Delray Beach	1	Y	N
Town of Jupiter	1	Y	N
City of Lake Worth	1	Y	N
City of Palm Beach Gardens	1	Y	N
Palm Beach County	5	Y	N
Port of Palm Beach	1	Y	N
Riviera Beach	1	Y	N
City of West Palm Beach	2	Y	N
Village of Wellington	1	Y	N
Small Municipality Rotating Seat	1	Y	Y
Village of Royal Palm Beach			
City of Greenacres			

Number of voting members	19
Number of non-voting members	0

Total number of members on MPO Board......19

VOTING AND QUORUM STRUCTURE



LEGEND

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Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS



PASCO COUNTY MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: James Edwards

Director E-mail: jhedwards@pascocountyfl.net

Physical Address:

West Pasco Government Center 7530 Little Road, Suite 320 New Port Richey, FL 34654

Phone: (727) 847-8140 ext. 8230

Fax: (727) 847-8084

Website:

www.pascompo.net

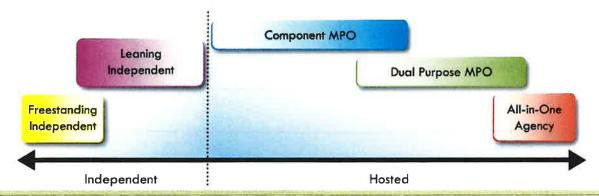
Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	. 1
Pasco	
Number of municipalities within MPO boundaries	.6
Number of urbanized areas within MPO boundaries (all or part)	.3
Tampa – St. Petersburg, FL (Part); Zephyrhills, FL (Part); Brooksville, FL (Part)	
Population served by the MPO468,44	16

Agency/Locality Represented	Number of Members	Voting?	Rotating?
City of Dade City	1	Y	N
Pasco County	5	Y	N
City of New Port Richey	1	Y	N
City of Zephyrhills	1	Y	N
City of Port Richey	1	Y	N
FDOT D7	1	N	N

Number of voting members	9
Number of non-voting members	1
	Total number of members on MPO Board

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum5
Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Greenways, Trails and Blueways (GTB) Committee, and Transportation Disadvantaged Local Coordinating Board (LCB)



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size		3
MPO financial staff size	1	l
MPO administrative staff size		
To	tal MPO staff size	1



PINELLAS COUNTY MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Brian K. Smith

Director E-mail: bsmith@pinellascounty.org

Physical Address:

600 Cleveland Street, Suite 750

Clearwater, FL 33755

Phone: (727) 464-8200

Fax: (727) 464-8201

Website: www.pinellascounty.org/mpo

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Pinellas	
Number of municipalities within MPO boundaries	24
Number of urbanized areas within MPO boundaries (all or part)	1
Tampa – St. Petersburg, FL (Part)	
Population served by the MPO944	4,605

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Pinellas Suncoast Transit Authority	1	Y	N
City of Dunedin	1	Y	N
Pinellas County	3	Y	N
City of Pinellas Park	1	Y	N
City of Clearwater	1	Y	N
City of St. Petersburg	2	Y	N
City of Largo	1	Y	N
Small Municipalities Seat City of Safety Harbor City of Tarpon Springs City of Oldsmar	1	Y	Y
FDOT D7	1	N	N

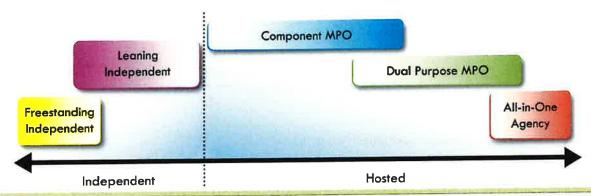
Number of voting members	11
Number of non-voting members	1

Total number of members on MPO Board.....12

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?	No
Number of members required to form quorum	6

Supporting MPO Committees: Technical Coordinating Committee (TCC), Citizens Advisory Committee (CAC), Bicycle Advisory Committee (BAC), Pedestrian Transportation Advisory Committee (PTAC), Local Coordinating Board (LCB), Intelligent Transportation Systems Committee (ITS), School Transportation Safety Committee (STSC), Pinellas Trail Security Task Force (PTSTF), and Project Advisory Committee (PAC)



LEGEND

All-In-One Agency- The agency does not differentiate between MPO functions, non-MPO transportation functions, and all other functions of the broader agency.

Dual Purpose MPO- The nost leverages MPO planning funds to maintain transportation planning staff that performs both MPO planning and host agency transportation planning functions.

Component MPO- MPO functions are separated from most functions of the host, but remains a division of the umbrella agency.

Leaning Independent MPO. The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	12
WIPO professional stan size	
MPO financial staff size	
MPO administrative staff size	
	Total MPO staff size14



POLK TPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Thomas Deardorff, AICP (Interim)

Director E-mail: thomasdeardorff@polk-county.net

Physical Address:

Mailing Address:

330 W. Church Street Bartow, FL 33830 Drawer TS05 P.O. Box 9005

Bartow, FL 33831-9005

Phone: (863) 534-6486

Fax: (863) 534-6471

Website: www.polktpo.com

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Polk	
Number of municipalities within MPO boundaries	17
Number of urbanized areas within MPO boundaries (all or part)	3
Lakeland, FL (Part); Winter Haven, FL; Kissimmee, FL (Part)	
Population served by the MPO4	83.924

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Polk County	5	Y	N
City of Lakeland	6	Y	N
City of Winter Haven	2	Y	N
City of Auburndale	1	Y	N
City of Bartow	1	Y	N
City of Haines City	1	Y	N
City of Lake Wales	1	Y	N
South County Bloc Fort Meade Mulberry Frostproof	1	Y	Y
East County Bloc Lake Alfred Dundee	1	Y	Y
Eagle Lake Davenport Polk City Lake Hamilton			
FDOT	1	N	N

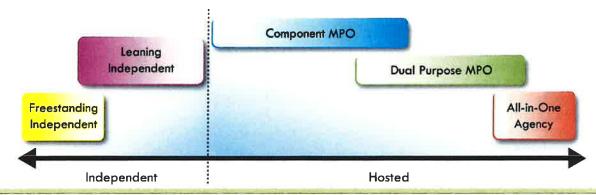
Number of voting members	19
Number of non-voting members	1
	Total number of members on MPO Board20

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?	No
bocs the Mi o board have a morginal voting our norm	
Number of members required to form quorum	
Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens' Advisory Committee (TAC), and Transportation Disadvantaged Local Coordinating Board (TD-LCB)	mittee

Is the MPO hosted by another agency or independent?......Hosted

Where does the MPO fall along the continuum below?.....Dual Purpose MPO



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	
MPO financial staff size	
MPO administrative staff size	
Tot	al MPO staff size



SARASOTA/MANATEE MPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Michael Howe

Director E-mail: michael@mympo.org

Physical Address:

7632 15th Street East Sarasota, FL 34243

Phone: (941) 359-5772

Fax: (941) 359-5779

Website: www.mympo.org

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	2
Sarasota; Manatee	
Number of municipalities within MPO boundaries	9
Number of urbanized areas within MPO boundaries (all or part)	2
Sarasota – Bradenton, FL (Part); North Port – Punta Gorda, FL (Part)	
Population served by the MPO688,	,126

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Sarasota County	3	Y	N
Manatee County	3	Y	N
City of Sarasota	2	Y	N
City of Bradenton	1	Y	N
City of Venice	1	Y	N
City of Palmetto	1	Y	N
City of North Port	1	Y	N
Island Transportation Planning Org Anna Maria Holmes Beach Bradenton Beach	1	Y	Y
Town of Longboat Key	1	Y	N
Sarasota-Manatee Airport Authority	1	Y	N
FDOT	1	N	N

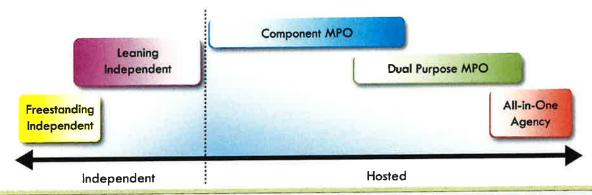
Number of voting members	15
Number of non-voting members	1
	Total number of members on MPO Board16

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No)
Number of members required to form quorum	ŝ

Supporting MPO Committees: Technical Advisory Committee (TAC), Citizen Advisory Committee (CAC), Public Transportation Task Force, Sarasota County Transportation Disadvantaged Local Coordinating Board, Manatee County Transportation Disadvantaged Local Coordinating Board, and Bicycle, Pedestrian, Trails Advisory Committee

Is the MPO hosted by another agency or independent?......Independent
Where does the MPO fall along the continuum below?.....Leaning Independent MPO



LEGEND

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Leaning Independent MPO- The MPO receives some services from one of its member agencies under a severable contract.

Freestanding Independent MPO. The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size)
Wif o professional start size		
MPO financial staff size		_
III O Illianciai stari size		
MPO administrative staff size	1	
To	otal MPO staff size7	1



SPACE COAST TPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Bob Kamm

Director E-mail: bob.kamm@brevardcounty.us

Physical Address:

2725 Judge Fran Jamieson Way, #B

Melbourne, FL 32940

Phone: (321) 690-6890

Fax: (321) 690-6827

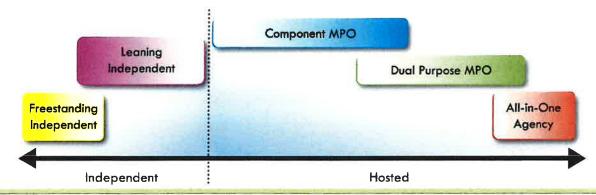
Website: www.spacecoasttpo.com

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
Brevard	
Number of municipalities within MPO boundaries	14
Number of urbanized areas within MPO boundaries (all or part)	3
Palm Bay – Melbourne, FL; Titusville, FL; Vero Beach – Sebastian, FL (Part)	
Population served by the MPO	476.230

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Brevard County	5	Y	N
Canaveral Port Authority	1	Y	N
City of Cocoa	1	Y	N
City of Melbourne	3	Y	N
City of Palm Bay	3	Y	N
City of Rockledge	1	Y	N
City of Titusville	2	Y	N
City of West Melbourne	1	Y	N
North Beaches Coalition	1	Y	Y
City of Cape Canaveral			
City of Cocoa Beach			
South Beaches Coalition	1	Y	Y
City of Indian Harbour Beach			
City of Satellite Beach			
Town of Indialantic			
Town of Melbourne Beach		3.7	ħŢ.
TPO Attorney	1	N	N
FDOT D5	1	N	N
			*1
Number of voting members			19
Number of non-voting members			2
G			PO Board21

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?No
Number of members required to form quorum10
Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle, Pedestrian & Trails Advisory Committee (BPTAC), and Transportation Disadvantaged Local Coordinating Board (TDLCB)



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size		.4
MPO financial staff size		.1
MPO administrative staff size		.1
	Total MPO staff size	6



ST. LUCIE TPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Peter Buchwald

Director E-mail: BuchwaldP@stlucieco.org

Physical Address:

2300 Virginia Avenue Fort Pierce, FL 34982

Phone: (772) 462-1593

Fax: (772) 462-2549

Website: www.stlucietpo.org

Number of states within MPO boundaries	1
Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	1
St. Lucie	
Number of municipalities within MPO boundaries	3
Number of urbanized areas within MPO boundaries (all or part)	2
Port St. Lucie, FL (Part); Vero Beach – Sebastian, FL (Part)	
Population served by the MPO272,80	64

Agency/Locality Represented	Number of Members	Voting?	Rotating?
St. Lucie County	4	Y	N
City of Port St. Lucie	4	Y	N
City of Fort Pierce	2	Y	N
St. Lucie County School Board	1	Y	N
Community Transit	1	Y	N
Martin County	2	N	N
FDOT	1	N	N

Number of voting members12	2
Number of non-voting members	3

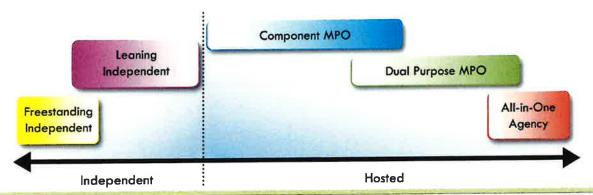
Total number of members on MPO Board......15

VOTING AND QUORUM STRUCTURE

Does the MPO Board have a weighted voting structure?N	0
Number of members required to form quorum	.7

Supporting MPO Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Local Coordinating Board for the Transportation Disadvantaged (LCB), Treasure Coast Transportation Council (TCTC), Regional Advisory Committee (RAC), Bicycle and Pedestrian Advisory Committee (BPAC), and Treasure Coast Scenic Highway Committee (TCSHC)

Is the MPO hosted by another agency or independent?......Independent
Where does the MPO fall along the continuum below?.....Leaning Independent MPO



LEGEND

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Dual Purpose MPO The host leverages MPO planning funds to maintain transportation planning staff that performs both MPO planning and host agency transportation planning functions.

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	5
•	
MPO financial staff size	
MPO administrative staff size	
_	otal MPO staff size6
To	otal MPO statt sizet



VOLUSIA TPO

FACT SHEET

MPO CONTACT INFORMATION

MPO Director: Karl Welzenbach

Director E-mail: kwelzenbach@volusiatpo.org

Physical Address:

2570 W. International Speedway Blvd., Suite 100

Daytona Beach, FL 32114

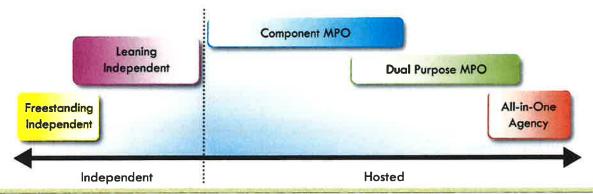
Phone: (386) 226-0422

Fax: (386) 226-0428

Website: www.volusiatpo.org

Number of states within MPO boundaries	1
Number of counties within MPO boundaries (all or part)	2
Volusia; Flagler (Part)	
Number of municipalities within MPO boundaries	18
Number of urbanized areas within MPO boundaries (all or part)	2
Daytona Beach – Port Orange, FL (Part); Deltona, FL	
Population served by the MPO44	8,768

Agency/Locality Represented	Number of Members	Voting?	Rotating?
Volusia County	6	Y	N
ity of Daytona Beach	1	Y	N
ity of DeBary	1	Y	N
ity of DeLand	1	Y	N
ity of Deltona	1	Y	N
ity of Edgewater	1	Y	N
ity of Holly Hill	1	Y	N
ity of New Smyrna Beach	1	Y	N
ity of Ormond Beach	1	Y	N
ity of Port Orange	1	Y	N
ity of South Daytona	1	Y	N
mall City Group 1 City of Lake Helen City of Pierson City of Orange City	1	Y	Y
Small City Group 2 City of Daytona Beach Shores City of Oak Hill	1	Y	Y
City of Ponce Inlet mall City Group 3 City of Beverly Beach	1	Y	Y
City of Flagler Beach		2.7	N
olusia County School Board	1	N N	N N
Committee Chairs	3	N	N N
POOT D5	1	N	114
Number of voting members Number of non-voting members VOTI		members on N	
Does the MPO Board have a weighted	d voting structure?		
One-third of the total vote is divided remaining two-thirds vote is distribu	equally among the six Volusia Ited (based on population) am	County repres	entatives. The ipalities.
Number of members required to form	n quorum		
Supporting MPO Committees: Techn Committee (CAC), Bicycle/Pedestria Disadvantaged Local Coordinating Bo	n Advisory Committee (BPAC)	(TCC), Citizen's , and Transpor	s Advisory tation



LEGEND

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Freestanding Independent MPO- The MPO must meet all of its own operating needs.

HIRING POLICIES AND METHODS

MPO professional staff size	6
MPO financial staff size	1
MPO administrative staff size	2
7	Fotal MPO staff size9





Florida Metropolitan Planning Organization Advisory Council 605 Suwannee Street, MS 28B Tallahassee, FL 32399-0450 850/414-4037 www.mpoac.org

Center for Urban Transportation Research University of South Florida 4202 E. Fowler Avenue, CUT100 Tampa, FL 33620-5375 813/974-3120 www.cutr.usf.edu





EXHIBIT 2

Options for Staffing the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Introduction

The purpose of this document is to serve as an addendum to the information provided by the Florida Department of Transportation (FDOT) at the April 4, 2024 Metropolitan Transportation Planning Organization (MTPO) meeting regarding the available staffing options for the MTPO. The staffing structure of the MTPO is a critical aspect of its efficiency and productivity. As the MTPO has crossed the 200,000 urbanized area population to become a Transportation Management Area (TMA), agreed to expand its boundaries for Countywide jurisdiction, and changed the makeup of the governing board, the timing is right for the MTPO to explore its staffing options. This document outlines staffing options for the MTPO, drawing examples from peer communities, and evaluates the feasibility, advantages, and disadvantages of each option.

1) Consultant Staffing

This is the current staffing arrangement for the MTPO. The MTPO has a Staff Services Agreement with the North Central Florida Regional Planning Council (NCFRPC) to provide the necessary staffing in order to meet the MTPO's basic responsibilities as well as to progress the vision and goals of the MTPO Board. Effectively, the NCFRPC serves as a consultant to the MTPO Board, providing all services necessary to make the MTPO function. The MTPO could amend its Staff Services Agreement with the NCFRPC to include additional deliverables required per the TMA designation and to detail minimum required full time staffing levels. Alternatively, the MTPO could enter into a new agreement for Staff Services.

Advantages

Turnkey: Removes the MTPO Board from the direct employment actions related to an executive director that reports directly to the MTPO.

Cost-Effectiveness: Can be more cost-effective than maintaining a full in-house independent staff.

Disadvantages

Lack of Control: Less direct control over the selection and management of staff, and therefore of deliverables.

2) Independent Staff under the direction of an MTPO Board Appointed Executive Director

Under this model, the MTPO would have a team of staff led by an executive director hired directly by the MTPO Board. The staff is employed directly by the organization. The organizational structure of this option could have three further options to aid in the efficiency of the organization and those would be based on the arrangements for ancillary roles of administration.

- A) Completely Independent Organization
- B) Independent Staff housed at Alachua County for Administrative Functions
- C) Independent Staff housed at the City of Gainesville for Administrative Functions

The options for "housing" above could include a spectrum of services. Housing the staff at a host local government could include a physical housing at a County or City office or could just consist of partnering with one of the host local governments for functions such as human resources, fiscal, budgeting, legal, etc.

Advantages

Direct Oversight: The executive director is hired directly by the MTPO Board and would be directly responsible for hiring the remaining staff directly.

In-House Expertise: Develops an in-house team with specific skills tailored to the organization's needs.

Commitment: Staff's commitment to the organization's goals and missions.

Reduce Conflicts of Interest: Addresses potential perceptions of "conflicts of interest," when compared to Option 3, by reporting directly to the MTPO Board.

Economies of Scale: Cost savings due to shared resources with the host local government.

Disadvantages

Fixed Overhead Costs: Potentially, less flexibility in overhead costs, including salaries, benefits, and infrastructure, due to independent nature.

Recruitment and Retention: Would need to recruit and retain new Staff, which can be challenging and costly.

In the case of Option A: Operating a fully independent organization may be cost-prohibitive, as indicated by a lack of such models among comparable peer communities.

3) Staffed directly by Alachua County or the City of Gainesville

Under this model, the staffing needs of the MTPO would be fulfilled by one of the host local governments directly. The executive director would report to the Alachua County or City of Gainesville Manager. This would require an interlocal agreement between the MTPO and either the City or County for administrative services.

Advantages

Shared Resources: Access to shared resources and services of the host local government.

Infrastructure: Utilization of existing infrastructure.

Economies of Scale: Cost savings due to shared resources with the host local government.

Disadvantages

Lack of Autonomy: Reduced autonomy and independence.

Conflicting Priorities: Potential for conflicting priorities between MTPO and the host local governments. Additionally, the MTPO will be representing multiple municipalities and may be seen as not being fully representative if the staff is entirely hosted by a one of the host local governments.

Conclusion

The choice of staffing model for the MTPO is a decision that will significantly impact its efficiency, autonomy, and overall effectiveness. By considering various options and drawing insights from peer communities, the MTPO can make an informed decision tailored to the Board's specific needs, priorities, and resources. Each model has its unique advantages and disadvantages.

Case Study - Capital Region Transportation Planning Agency (CRPTA)

- CRTPA encompasses 4 counties: Gadsden, Jefferson, Leon and Wakulla
- Board composition: 11 members, 100 voting points (bylaws are attached for reference)
 - o 3 members from Leon County; 37 voting points
 - o 3 members from City of Tallahassee; 37 voting points
 - o 1 member each for:
 - Leon County School Board, 1 voting point
 - Jefferson County; 4 voting points
 - Gadsden County; 8 voting points
 - Wakulla County; 8 voting points
 - Gadsden Municipalities; 5 voting points

- CRTPA is hosted by the City of Tallahassee with offices located at City Hall;
 - It is administratively related to the City (HR, finances, procurement, IT, benefits, etc provided by the City) but organizationally separate (the executive director reports directly to the CRTPA board, not the City Manager).
 - Per Greg Slay, who worked as Executive Director of both Marion County TPO and now CRTPA, reporting directly to the Board versus a City or County Manager is a better arrangement that dispels potential conflict of interests.
 - He suggests that the staffing agreement needs to state upfront that the Executive Director reports to the Board.
 - Oversight of CRTPA's Executive Director is done by a CRTPA Executive Committee comprised of 3 members: the Board Chair, previous Chair, and another member. This committee performs annual evaluations of the Executive Director, this is then submitted to the Board for approval.
- CRTPA Staffing: 5 members; Executive Director, Assistant Director, Planning Manager, Programs Manager, and Administrative Assistant
 - o CRTPA staff are not city employees.
 - CRTPA pays the City for services rendered; their budget has line items for the different services.
 - Services not eligible for federal funding are paid by the different Counties/municipalities based on population apportionment; this is stipulated on the interlocal agreement(s).
- Other items:
 - Staff provides the board a quarterly budget utilization report as an information item, outlining the status of the different projects.
 - Staff provided an annual budget review to the Executive Committee in August, this is then presented to the Board in September.

Case Study - Ocala Marion Transportation Planning Organization (TPO)

- Geography encompassed: Countywide, all of Marion County
- Board Composition:
 - 12 Voting Members
 - Marion County: 5 seats
 - City of Ocala: 5 seats
 - City of Belleview: 1 seat
 - City of Dunnellon: 1 seat
 - Non-voting Advisor: FDOT District V Advisor

- Ocala Marion TPO is hosted administratively and physically by Marion County, but they are a separate organization.
 - Scope of Services: County to provide professional, technical, administrative, and clerical services, as well as office space, other space, and incidentals, necessary to support TPO
 - County-provided services: Legal, some Financial Administration (the TPO's budget is part of the County budget, similar to a department), Procurement Procedures
 - TPO-provided services: Financial Administration, Asset Management, Training, Travel, Invoices and Progress Reports (for Fed Grants), Information and Reports
 - The TPO reimburses the County for all direct and indirect costs of services provided by the County. Costs are determined by a Cost Allocation Plan maintained and updated by the Budget Office of the Clerk of the Circuit Court.
 - The TPO Director is hired by, and reports directly to, the TPO Governing Board. Annual performance evaluation of the Director is conducted by the TPO chairman and his/her designee and is per standard County procedure.
 - TPO Personnel Director responsible for hiring; subject to Governing Board approval Director may add and/or delete positions, adjust responsibilities and salaries, take personnel actions (discipline, fire, etc.) per County Employee Policy
- Ocala Marion TPO Staffing:
 - 4 staff members (independent staff; not County)
 - Director
 - Admin Specialist
 - Transportation Planner
 - Grants Coordinator/Fiscal/Title VI
- Ocala Marion TPO reimburses County for services rendered
- Services not eligible for federal funding are paid by the County. (Note: This arrangement was made in response to the previous sole funding by the City of Ocala. Executive Director shared that there has been interest in proportional contributions from voting members, but the County remains the sole source for local match.)
- Other Items:
 - The Ocala Marion TPO publishes an Annual Report (in January) to share with the public and its partners the major activities accomplished throughout the calendar year. This includes updates on the TPO's primary planning programs and current studies, and the progress of major projects in Marion County. This report also includes high-level budgetary information.

- Regular Meeting Schedule: The TPO Board meets on the 4th Tuesday of the month, when scheduled
- Robust website: The website includes tabs for all facets of the TPOs work, and includes viewable and downloadable versions of all major documents
- Regional Planning Efforts: The Ocala-Marion TPO has also entered into a Joint Agreement (with Lake-Sumter MPO) and a Regional Agreement (with Central Florida Alliance, with which they hold Quarterly Meetings)

Attached:

CRTPA Staff Services Agreement

CRTPA Interlocal Agreement

Ocala Marion TPO Staff Services Agreement

Ocala Marion TPO Interlocal Agreement

MTPO-NCFRPC Staff Services Agreement

MTPO Interlocal Agreement

Gainesville TPO TMADesignation Opperations TechMemo Dec2023

AMENDED INTERLOCAL AGREEMENT CONCERNING THE FORMATION AND OPERATION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY

THIS AMENDED INTERLOCAL AGREEMENT is made and entered into this 13 day of MARCH., 2014, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (hereinafter DEPARTMENT); the COUNTIES OF GADSDEN, JEFFERSON, LEON and WAKULLA; the CITIES OF CHATTAHOOCHEE, GRETNA, MIDWAY, QUINCY, TALLAHASSEE; the TOWNS OF GREENSBORO and HAVANA; and the LEON COUNTY SCHOOL BOARD.

RECITALS

WHEREAS, the Federal Government, under the authority of 23 U.S.C. and 49 U.S.C. requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area; and further requires the State Transportation Agency and the Metropolitan Planning Organization (MPO) to enter into an Agreement clearly identifying the responsibilities of each party for cooperatively carrying out such transportation planning; and

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

WHEREAS, 23 United States Code 134, as amended by the Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Equity Act for the Twenty-first Century (Public Law 105-178, 112 Stat. 107), and the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141), 49 United States Code 5303-5307, 23 Code of Federal Regulations 450.306, and Section 339.175, Florida Statutes, provide for the creation of Metropolitan Planning Organizations to develop transportation plans and programs for metropolitan areas;

WHEREAS, pursuant to 23 U.S.C., 49 U.S.C., 23 CFR 450 and Section 339.175, Florida Statutes, a determination has been made by the Governor and units of general purpose local government representing at least 75% of the affected population (including the central city or cities) in the metropolitan area to designate a Metropolitan Planning Organization; and

WHEREAS, pursuant to Section 339.175(4), Florida Statutes, the Governor shall, with the agreement of the affected units of general-purpose local government as required by federal rules and regulations, apportion the membership on the applicable MPO among the various governmental entities within the area; and

WHEREAS, pursuant to 23 CFR 450 and Section 339.175(2)(b), Florida Statutes, an Interlocal agreement must be entered into by the Department and the governmental entities designated by the Governor for membership on the MPO. The signatories to the Interlocal agreement shall be the Department and the governmental entities designated by the Governor for membership on the MPO; and

- WHEREAS, on June 21, 2004, the Board of the Tallahassee-Leon County Metropolitan Planning Organization approved a resolution changing the name of the MPO to the Capital Region Transportation Planning Agency (the CRTPA), without any change to its legal organization; and
- WHEREAS, on January 12, 2009, the CRTPA Board approved a reapportionment plan in accordance with the revised Planning Area Boundary to include all of Gadsden, Jefferson, Leon and Wakulla Counties, which reapportionment plan was subsequently submitted to the Governor for approval; and
- WHEREAS, pursuant to Section 339.175(4), Florida Statutes, in a letter dated March 17, 2011, the Governor has agreed to the apportionment plan; and
- WHEREAS, the Interlocal agreement is required to create the CRTPA and delineate the provisions for operation of the CRTPA as the MPO for this region; and
- WHEREAS, the undersigned parties have determined that this Interlocal Agreement satisfies the requirements of and is consistent with Section 339.175, Florida Statutes;
- WHEREAS, pursuant to Section 339.175(2)(b), Florida Statutes, the Interlocal agreement must be consistent with statutory requirements set forth in Section 163.01, Florida Statutes, relating to Interlocal agreements; and
- WHEREAS, the undersigned parties have determined that this Interlocal Agreement is consistent with the requirements of Section 163.01, Florida Statutes.
- NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

ARTICLE 1 RECITALS; DEFINITIONS

- Section 1.01. <u>Recitals</u>. Each and all of the foregoing recitals are hereby incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.
- Section 1.02. <u>Definitions</u>. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

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

BOARD shall mean the governing board of the CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA).

Congestion Management System as defined by the Federal Highway Administration means a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs.

CRTPA means the Capital Region Transportation Planning Agency, which is the MPO formed pursuant

to this Agreement

DEPARTMENT shall mean and refer to the FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida created pursuant to Section 20.23, Florida Statutes.

FHWA means and refers to the Federal Highway Administration.

FTA means and refers to the Federal Transit Administration.

Functional Classification means the assignment of roads into systems according to the character of service they provide in relation to the total road network using procedures developed by the Federal Highway Administration.

Long-Range Transportation Plan is the 20-year plan which: identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities, indicates proposed transportation enhancement activities; and in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by 23 U.S.C. 134(c) ,23 CFR 450, and Section 339.175(7), Florida Statutes.

Metropolitan Area means and refers to the planning area as delineated by the MPO for the urbanized area containing at least a population as described in 23 U.S.C., 49 U.S.C., and Section 339.175, Florida Statutes, which shall be subject to the Metropolitan Planning Organization's planning authority.

MPO means Metropolitan Planning Organization and refers to the CRTPA which is the MPO formed pursuant to this Agreement.

Transportation Improvement Program (TIP) is the is the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long-Range Transportation Plan and developed pursuant to title 23 U.S.C., 49 U.S.C, 23 CFR 450 and Section 339.175, Florida Statutes.

Unified Planning Work Program (UPWP) is the annual program developed in cooperation with the Department and public transportation providers, that lists all planning tasks to be undertaken during a program year, together with a complete description of each planning task and an estimated budget therefore and must comply with applicable state and federal law, all as required by 23 CFR 450 and Section 339.175(9), Florida Statutes.

ARTICLE 2 PURPOSE

Section 2.01. <u>General Purpose</u>. The purpose of this Agreement is to establish the Capital Region Transportation Planning Agency:

(a) To assist in the safe and efficient management, operation, and development of surface transportation systems embracing various modes of transportation in a manner that will maximize the mobility of people and freight within and through this metropolitan area of this state, foster economic growth and development within and through urbanized areas of this state and minimize, to the maximum extent feasible for transportation-related fuel consumption, air pollution, and greenhouse gas emissions through metropolitan

transportation planning processes;

- (b) To develop transportation plans and programs, in cooperation with the state and public transit operators, which plans and programs provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as multi-modal and an intermodal transportation system for the metropolitan area, based upon the prevailing principles provided in section 334.046(1), Florida Statutes;
- (c) To implement and ensure a continuing, cooperative, and comprehensive transportation planning process that considers all modes of transportation based on the complexity of the transportation problems to be addresses and results in coordinated plans and programs consistent with the comprehensively planned development of this affected metropolitan area in cooperation with the Department;
- (d) To ensure that the process is integrated with the statewide planning process, the MPO shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state and regional transportation functions;
- (e) To assure eligibility for the receipt of Federal capital and operating assistance pursuant to 23 U.S.C. and 49 U.S.C.; and
- (f) To carry out the metropolitan transportation planning process, in cooperation with the Department, as required by 23 U.S.C. and 49 U.S.C.; 23 CFR 420 and 450, and 49 CFR Part 613; and consistent with Chapter 339, Florida Statutes, and other applicable state and local laws.
- Section 2.02. <u>Major MPO Responsibilities</u>. The MPO is intended to be a forum for cooperative decision making by officials of the governmental entities which are party to this Agreement in the development of transportation-related plans and programs, including but not limited to:
 - (a) The Long-range Transportation Plan;
 - (b) The Transportation Improvement Program;
 - (c) The Unified Planning Work Program;
 - (d) A congestion management system for the metropolitan area and cooperate with the Department in the development of all other transportation management systems as required by state or federal law;
 - (e) Assisting the Department in mapping transportation planning boundaries required by state or federal law;
 - (f) Assisting the Department in performing its duties relating to access management, functional classification of roads, and data collection; and
 - (g) Execute all agreements or certifications necessary to comply with applicable state or federal law:
 - (h) Represent all the jurisdictional areas within the metropolitan area in the formulation of

transportation plans and programs required by this section; and

(i) Performing such other tasks presently or hereafter required by state or federal law.

Section 2.03. MPO decisions coordinated with the DEPARTMENT and consistent with comprehensive plans. Chapter 334, Florida Statutes, grants the broad authority for the Department's role in transportation. Section 334.044, Florida Statutes, shows the legislative intent that the Department shall be responsible for coordinating the planning of a safe, viable and balanced state transportation system serving all regions of the State and to assure the compatibility of all components, including multimodal facilities. Section 339.155, Florida Statutes, requires the Department to develop and update at least once every 5 years, or more often as necessary, to reflect substantive changes to federal or state law, a statewide transportation plan, which established and defines the state's long-range transportation goals and objectives to be accomplished over a period of at least 20 years within the context of the State Comprehensive Plan, and considers, to the maximum extent feasible, strategic regional policy plans, MPO plans, and approved local government comprehensive plans. Section 339.175, Florida Statutes, specifies the authority and responsibility of the MPO and the Department in the management of a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area.

In fulfillment of this purpose and in the exercise of the various powers granted by Chapters 334 and 339, Florida Statutes, the parties to this Agreement acknowledge that decisions made by the MPO will be coordinated with the Department. The parties to this Agreement acknowledge that actions taken pursuant to this Agreement will be consistent with local government comprehensive plans.

ARTICLE 3 MPO ORGANIZATION AND CREATION

Section 3.01. <u>Establishment of MPO</u>. The MPO for the metropolitan area as described in the membership apportionment plan approved by the Governor is hereby created and established pursuant to the Agreement to carry out the purposes and functions set forth in Articles 2 and 5. The legal name of this Metropolitan Planning Organization shall be the Capital Region Transportation Planning Agency (CRTPA).

Section 3.02. <u>Effect on Prior Interlocal Agreement</u>. This Agreement supercedes and replaces the November 15, 2004, Interlocal Agreement between the FLORIDA DEPARTMENT OF TRANSPORTATION; the COUNTIES OF GADSDEN, LEON AND WAKULLA; the CITIES OF QUINCY, MIDWAY and TALLAHASSEE; the TOWN OF HAVANA; and the LEON COUNTY SCHOOL BOARD, upon the effective date of this Agreement. The November 15, 2004 Interlocal Agreement superceded and replaced the October 16, 2000, Interlocal Agreement between THE DEPARTMENT OF TRANSPORTATION, LEON COUNTY, THE CITY OF TALLAHASSEE and THE LEON COUNTY SCHOOL BOARD. Notwithstanding the foregoing, the legal existence of the MPO shall be continuous and all lawful and valid acts of the MPO and its Board and officials prior to the date of this Agreement are hereby ratified and acknowledged as valid and binding acts of the CRTPA.

Section 3.03. MPO to operate pursuant to law. In the event that any election, referendum, approval, permit, notice, other proceeding or authorization is required under applicable law to undertake any power, duty, or responsibility hereunder, or to observe, assume, or carry out any of the provisions of this Agreement, the MPO will, to the extent of its legal capacity, comply with all applicable laws and requirements.

Section 3.04. Governing board to act as policy-making body of MPO. The governing board established

pursuant to Section 4.01 of this Agreement shall be the policy-making body of the MPO responsible for cooperative decision-making of actions taken by the MPO. The governing board is the policy-making body that is the forum for cooperative decision-making and will be taking the required approval action as the MPO.

- Section 3.05. <u>Submission of proceedings; Contracts and other documents</u>. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, Florida Statutes, the parties shall submit to each other such data, reports, records, contracts, and other documents in its possession relating to the metropolitan planning organization as is requested. Charges are to be in accordance with Chapter 119, Florida Statutes.
- Section 3.06. <u>Rights of review</u>. All parties to this Agreement, and the affected federal funding agency (i.e., FHWA, FTA, and FAA) shall have the rights of technical review and comment of MPO projects.

ARTICLE 4 COMPOSITION; MEMBERSHIP; TERMS OF OFFICE

Section 4.01. Composition and membership of governing board.

- (a) The voting membership of the MPO shall consist of representatives from the Counties of Gadsden, Jefferson, Leon and Wakulla; the Cities of Chattahoochee, Gretna, Midway, Quincy, and Tallahassee; the Towns of Greensboro and Havana; the Leon County School Board.
- (1) The apportionment of the membership of the MPO is based on population distribution among the above members, using weighted voting as specifically outlined in the CRTPA bylaws. For Leon County and the City of Tallahassee, the number of voting points is determined by the number of voting members as agreed upon by the Leon County Board of County Commissioners and the City of Tallahassee respectively.
- (2) Representatives of the Department shall serve as nonvoting advisers to the MPO. The MPO may also provide for other non-voting advisors as outlined in the MPO bylaws.
- (3) The Board shall have the authority to adopt bylaws concerning the governance and management of the CRTPA, including provisions governing Board meetings and votes, the authority of Board officers and the authority of CRTPA officials. The bylaws shall address:
- (A) The weighted votes assigned to each member from the County Commission designated by Leon County and each member from City Commission to be designated by the City of Tallahassee.
- (B) The weighted votes assigned to each representative of any consolidated membership of the Counties of Gadsden, Jefferson, Leon and Wakulla; the Cities of Chattahoochee, Gretna, Midway, Quincy, and Tallahassee; and the Towns of Greensboro and Havana.
 - (C) Substitution and replacement of Board members.
 - (D) Such other matters as are necessary or convenient for the administration of the MPO.
- (b) The voting membership of an MPO shall consist of not fewer than 5 or more than 19 apportioned members, the exact number to be determined on an equitable geographic-population ratio basis by the Governor, based on an agreement among the effected units of general-purpose local government as required

by federal rules and regulations. The Governor, in accordance with 23 USC 134, may also provide for MPO members who represent municipalities to alternate with representatives from other municipalities within the metropolitan planning area that do not have members on the MPO.

- (c) All voting representatives shall be elected officials of general purpose local governments, except that an MPO may include, as part of its apportioned voting members, a member of a statutorily authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of Space Florida. As used in this section, the term "elected officials of a general-purpose local government" shall exclude constitutional officers, including sheriffs, tax collectors, supervisors of elections, property appraisers, clerks of the court, and similar types of officials. Where all members of a governing board of the county, the city, or authority are to be voting representatives on the MPO, each member shall become a representative on the MPO upon entering office. Otherwise, individuals acting as a representative of the governing board of the county, the city, or authority shall first be selected by said governing board.
- (d) In no event shall the county commission representatives constitute less than one-third of the weighted vote of the MPO, except for an MPO with more than 15 members located in a county with a 5-member county commission or an MPO with 19 members located in a county with no more than 6 county commissioners, in which case county commission members may compose less than one-third percent of the MPO membership, but all county commissioners must be members.
- (e) County commissioners shall compose not less than 20 percent of the MPO membership if an official of the agency that operates or administers a major mode of transportation has been appointed to an MPO.
- (f) In metropolitan areas in which authorities or other agencies have been or may be created by law to perform transportation functions and are performing transportation functions that are not under the jurisdiction of a general-purpose local government represented on the MPO, they shall be provided voting membership on the MPO. Consortiums of municipalities may organize to appoint voting members who alternate each year.
- (g) In the event that a governmental entity that is a member of the MPO fails to fill an assigned appointment to the MPO within 60 days after notification by the Governor of its duty to appoint a representative, that appointment shall be made by the Governor from the eligible individuals of that governmental entity.
- Section 4.02. <u>Terms</u>. The term of office of members of the MPO shall be four years. The membership of a member who is a public official automatically terminates upon said official leaving the elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the governmental entity represented by the member. A vacancy shall be filled by the original appointing entity. A member may be appointed for one or more additional four year terms. Where Counties and Cities have elected to consolidate their memberships and weighted vote, the term of the representative member or members shall be no less than one year from the date of designation by the consolidated entity represented by the member or as outlined in the CRTPA bylaws.

ARTICLE 5 AUTHORITIES, POWERS, DUTIES AND RESPONSIBILITIES

Section 5.01. General authority. The MPO shall have all authorities, powers and duties, enjoy all

rights, privileges, and immunities, exercise all responsibilities and perform all obligations necessary or appropriate to managing a continuing, cooperative, and comprehensive transportation planning process as specified in Section 339.175 (5) and (6), Florida Statutes.

Section 5.02. Specific authority and powers. The MPO shall have the following powers and authority:

- (a) As provided in Section 339.175(6)(g), Florida Statutes, the MPO shall have an executive or staff director who reports directly to the MPO governing board for all matters regarding the administration and operation of the MPO and any additional personnel as deemed necessary. The executive director and any additional personnel may be employed either by the MPO or by another governmental entity, such as a county, city, or regional planning council, that has a staff services agreement signed and in effect with the MPO. Each MPO may enter into contracts with local or state agencies, private planning or private engineering firms, or other public or private entities to accomplish its transportation planning and programming and administrative functions;
- (b) As provided in Section 163.01(14), Florida Statutes, the MPO may enter into contracts for the performance of service functions of public agencies;
- (c) As provided in Section 163.01(5)(j), Florida Statutes, the MPO may acquire, own, operate, maintain, sell, or lease real and personal property;
- (d) As provided in Section 163.01(5)(m), Florida Statutes, the MPO may accept gifts, grants, assistance funds, or bequests;
- (e) The MPO may promulgate rules to effectuate its powers, responsibilities, and obligations enumerated herein; provided, that said rules do not supersede or conflict with applicable state laws, rules and regulations; and
- (f) The MPO shall have such powers and authority as specifically provided in Sections 163.01 and 339.175, Florida Statutes, and as may otherwise be provided by federal or state law.
- Section 5.03. <u>Duties and responsibilities</u>. The MPO shall have the following duties and responsibilities:
- (a) As provided in Section 339.175(6)(d), Florida Statutes, the MPO shall create and appoint a technical advisory committee;
- (b) As provided in Section 339.175(6)(e), Florida Statutes, the MPO shall create and appoint a citizens' advisory committee;
- (c) As provided in Section 163.01(5)(o), Florida Statutes, the MPO membership shall be jointly and severally liable for liabilities, and the MPO may respond to such liabilities through the purchase of insurance or bonds, the retention of legal counsel, and, as appropriate, the approval of settlements of claims by its governing board;
- (d) As provided in Section 339.175(9), Florida Statutes, the MPO shall establish a budget which shall operate on a fiscal year basis consistent with any requirements of the Unified Planning Work Program;
 - (e) The MPO, in cooperation with the Department, shall carry out the metropolitan transportation

planning process as required by 23 CFR Parts 420 and 450, and 49 CFR Part 613, and consistent with Chapter 339.175, Florida Statutes, and other applicable state and local laws;

- (f) As provided in Section 339.175(10)(a), Florida Statutes, the MPO shall enter into written agreements, which shall be reviewed, and updated as necessary, every 5 years with the Department, operators of public transportation systems and the metropolitan and regional intergovernmental coordination and review agencies serving the metropolitan area. These agreements will prescribe the cooperative manner in which the transportation planning process will be coordinated and included in the comprehensively planned development of the area;
 - (g) Prepare the Long-Range Transportation Plan;
 - (h) In cooperation with the Department, prepare the Transportation Improvement Program;
- (i) In cooperation with the Department, prepare and annually update the Unified Planning Work Program;
- (j) Prepare a congestion management system for the metropolitan area and cooperate with the Department in the development of all other transportation management systems required by state or federal law;
- (k) Assist the Department in mapping transportation planning boundaries required by state or federal law;
- (l) Assist the Department in performing its duties relating to access management, functional classification of roads, and data collection;
 - (m) Execute all certifications and agreements necessary to comply with state or federal law;
- (n) Represent all the jurisdictional areas within the metropolitan area in the formulation of transportation plans and programs;
 - (o) Perform such other tasks presently or hereafter required by state or federal law; and
 - (p) Adopt operating rules and procedures.

ARTICLE 6 ADMINISTRATION

Section 6.01. Generally. In addition to its function as the policy-making body of MPO, the Board shall have responsibility to approve the official MPO reports and take the official MPO actions required by Section 339.175, Florida Statutes. The Board Chairman shall serve as the principle administrative officer of the Board and shall have such additional duties and authority as described in the MPO bylaws. An Executive Director shall serve as the principal administration of MPO operations and staff, shall have responsibility for advising the Board regarding official MPO business and administration. The Executive Director shall have responsibility for the day-to-day administration of MPO operations, supervision of MPO staff, consultants and contractors, establishment of procedures and operational policies governing MPO administration and staff, and such other responsibilities as are set forth in the MPO bylaws.

Section 6.02. <u>Administrative Support</u>. The MPO shall operate as an independent legal entity, employ its own staff, and enter into any contracts necessary or convenient for its operations and administration. The MPO may contract for office space and administrative support and, alternatively or additionally, enter into arrangements with one or more of the member cities or counties for such purposes, setting forth the nature, scope and terms of service and method of compensation therefore. Such compensation may be by direct payment, by credit against monies due under Section 7.01, or a combination thereof.

Section 6.03. Recommendations and Reports. The Executive Director shall have responsibility to ensure that the Board timely receives all necessary and appropriate recommendations and reports for the efficient performance of the MPO's obligations. Unless otherwise provided by law or MPO bylaws, all recommendations and reports by MPO staff, consultants, contractors, committees and advisory bodies shall be directed to the Executive Director, who will thereafter formulate a recommendation(s) or report to the Board for consideration and coordinate such staff and other presentations to the Board as appropriate.

Section 6.04 <u>Delegation</u>. The Board may, in accordance with MPO bylaws, delegate authority to one or more of its members to act on behalf of the Board as necessary for the efficient and effective performance of MPO obligations. The MPO bylaws shall provide procedures and criteria for such delegation, which shall ensure that such delegation is limited in scope and time appropriate for the intended purpose and as necessary to comply with law, and is subject to Board ratification or approval whenever practicable. Any such delegation shall be subject to the requirements of the Sunshine Law, when applicable. Additionally, the Board may, in accordance with MPO bylaws, delegate certain duties to the Executive Director, subject to such limitations in scope, direction and supervision by the Board as appropriate for the intended purpose and as necessary to comply with law.

Section 6.05 <u>General Counsel</u>. The MPO may employ a general counsel, who shall serve under contract and at the pleasure of the Board, providing legal counsel and services to the MPO and its Executive Director at the direction of the Board, the Board Chairman and the Executive Director.

ARTICLE 7 FUNDING; INVENTORY REPORT; RECORD-KEEPING

Section 7.01. <u>Funding</u>. Pursuant to Section 339.175(6)(f), Florida Statutes, the Department shall allocate to the MPO for its performance of its transportation planning and programming duties, an appropriate amount of federal transportation planning funds. The MPO will be responsible for the establishment of procedures and operational policies governing all other MPO funding allocations and responsibilities as set forth in the MPO bylaws.

Section 7.02. <u>Inventory report</u>. The MPO agrees to inventory, to maintain records of and to insure proper use, control, and disposal of all nonexpendable tangible property acquired pursuant to funding under this Agreement. This shall be done in accordance with the requirements of 23 CFR Part 420, 49 CFR Part 18, and all other applicable federal regulations.

Section 7.03. Record-keeping and document retention. The Department and the MPO shall prepare and retain all records in accordance with the federal and state requirements, including but not limited to 23 CFR Part 420, 49 CFR Part 18, 49 CFR 18and Chapter 119, Florida Statutes. The Executive Director or his designee shall be the custodian of official MPO records.

ARTICLE 8 MISCELLANEOUS PROVISIONS

Section 8.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 8.02. <u>Amendment of Agreement</u>. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties here to with the same formalities as the original Agreement. No amendment may alter the apportionment or jurisdictional boundaries of the MPO without approval by the Governor.

Section 8.03. Duration; withdrawal procedure.

- parties to this Agreement. The Governor shall review the composition of the MPO membership in conjunction with the decennial census as prepared by the United States Department of Commerce, Bureau of Census, and reapportion it as necessary to comply with Section 339.175, Florida Statutes, as appropriate. During examination of the MPO apportionment by the Governor, this Agreement shall also be reviewed by the MPO and the Department to confirm the validity of the contents and to recommend amendments, if any, that are required.
- (b) Withdrawal procedure. Any party, except Leon County and the City of Tallahassee and the United States Bureau of the Census designated center city(ies), may withdraw from this Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Agreement and the MPO, at least 90 days prior to the intended date of withdrawal. Withdrawal of one or more members of this MPO shall not result in termination of this Agreement or the MPO. Unless agreed in writing by the remaining members of the MPO, withdrawal by a member shall be effective at the end of the MPO's fiscal year during which the memorandum of withdrawal was received, and any financial or other obligation of the withdrawing member shall remain in effect for the remainder of said fiscal year. Upon receipt of the intended notice of withdrawal:
- (1) The withdrawing member and the MPO shall execute a memorandum reflecting the withdrawal of the member and alteration of the list of member governments that are signatories to this Agreement. The memorandum shall be filed in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located; and
- (2) The Office of the Governor shall be contacted, and the Governor, with the agreement of the remaining members of the MPO, shall determine whether any reapportionment of the membership shall be appropriate. The Governor and the MPO shall review the previous MPO designation, applicable Florida and local law, and MPO rules for appropriate revision. In the event that another entity is to accorded membership in the place of the member withdrawing from the MPO, the parties acknowledge that pursuant to 23 CFR 450.306(k), adding membership to the MPO does not automatically require redesignation of the MPO. In the event that a party who is not a signatory to this Agreement is accorded membership on the MPO, membership shall not become effective until this Agreement is amended to reflect that the new member has joined the MPO.
 - Section 8.04. Notices. All notices, demands and correspondence required or provided for under this

Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be as provided in the MPO bylaws All notices to the Department shall be addressed to the District Three Secretary, Florida Department of Transportation, Post Office Box 607, Chipley, Florida 32428.

Section 8.05. Interpretation.

- (a) <u>Drafters of Agreement</u>. The Department and the members of the MPO were each represented by or afforded the opportunity for representation by legal counsel and participated in the drafting of this Agreement and in choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.
- (b) <u>Severability</u>. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.
- (c) <u>Renumbering or Revisions to Statutory Provisions</u>. To the extent that any statutory revisions occur between the date of this Interlocal Agreement and its five year review, it is the intent of the CRTPA to incorporate the changes or renumbering of the statutory provisions into this Interlocal Agreement.
- (d) <u>Rules of construction</u>. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:
 - (1) The singular of any word or term includes the plural;
 - (2) The masculine gender includes the feminine gender; and
 - (3) The word "shall" is mandatory, and "may" is permissive.
- Section 8.06. <u>Enforcement by parties hereto</u>. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney's fees in connection with such proceeding.
- Section 8.07. <u>Agreement execution: Use of counterpart signature pages</u>. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 8.08. Effective date; Cost of recordation.

- (a) <u>Effective date</u>. This Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court for each county in which a party hereto is located.
- (b) <u>Recordation</u>. The Counties of GADSDEN, JEFFERSON, LEON and WAKULLA hereby agree to pay for any costs of recordation or filing of this Agreement in the Office of the Circuit Court for each county in which a party is hereto located. The recorded or filed original hereof, or any amendment, shall be returned to the MPO for filing in its records.

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the above designated MPO.

Signed, Sealed and Delivered in the presence of:

Passed and adopted by the Board of County Commissioners of Gadsden County, this 16th day of April ...

THOMAS THOMAS CONTROL OF CIRCUIT

Douglas M. Croley, Chairpeson Board of County Commissioners

ATTEST:

NICHOLAS THOMAS, CLERK OF THE COURT GADSDEN COUNTY, FLORIDA

BY: Marcella Blocker, Deputy

APPROVED AS TO FORM: GADSDEN COUNTY ATTORNEY

Deborah Minnis, Esq.

CERTIFIED A TRUE COPY

MICHOLAS THOMAS, Clerk Gircuit Court Gadedon County, Flance

By Marcella Blocker, Deputy

DEPUTY CLERK

(Signature Pages Continue)

Passed and adopted by the Board of County Commissioners of Jefferson County, this 2014.

day of January

Betsy Barfield,

Board of County Commissioners

ATTEST:

KIRK REAMS, CLERK OF THE COURT JEFFERSON COUNTY, FLORIDA

1. 1

APPROVED AS TO FORM:

JEFFERSON COUNTY ATTORNEY

BY:

T. Buckingham Bird, Esq.

Passed and adopted by the Board of County Commissioners of Leon County, this _____ day of ___April_

2013.

Nicholas Maddox Chair

Board of County Commissioners

ATTEST:

BOB INZER, CLERK OF THE COURT LEON COUNTY, FLORIDA

APPROVED AS TO FORM: LEON COUNTY ATTORNEY

Herbert W.A. Thiele, Esq.

County Attorney

(Signature Pages Continue)

Passed and adopted by the Board of County Commissioners of Wakulla County, this day of 2013.

Mandy Merritt, Chair

Board of County Commissioners

ATTEST:

BRENT X. THURMOND, CLERK OF THE COURT

WAKULLA COUNTY, FLORIDA

BY:

APPROVED AS TO FORM:

WAKULLA COUNTY ATTORNEY

BY:

Heather Encinosa, Esq.

(Signature Pages Continue)

Passed and adopted by the Chattahoochee City Commission, this Gth day of Sept., 2013.

ANNETTE H. BATES

Mayor, City of Chattahoochee

ATTEST:

MARINDA WILSON, TREASURER, CLERK CITY OF CHATTAHOOCCHEE, FLORIDA

By Marinha & Wilsa

APPROVED AS TO FORM: CITY OF CHATTAHOOCHEE

BY:

Q. HOUSE, CITY ATTORNEY

Jeff Mic Nealy

Mayor, City of Gretna

ATTEST:

KAREN CONDRY, CLERK CITY OF GRETNA, FLORIDA

BY: Karen Gom

APPROVED AS TO FORM:

CITY OF GRETNA

Harold Knowles, Esq.

DAVID KNIGHT

Mayor, City of Midway

ATTEST:

FRANCES HARRELL, CLERK CITY OF MIDWAY, FLORIDA

BY: Frances Hanell

APPROVED AS TO FORM:

CITY OF MIDWAY ATTORNEY

BY:

Henry Hunter Esq.

Passed and adopted by the Quincy City Commission, this 24th day of September 2013.

Keith A Dowdell

Mayor, City of Quincy

ATTEST:

SYLVIA HICKS, TREASURER, CLERK

CITY OF QUINCY, FLORIDA

(Signature Pages Continue)

Passed and adopted by the Tallahassee City Commission, this _10th_ day of _April_, 2013.

John Marks, Mayor City of Tallahassee

ATTEST:

JAMES O. COOK**£**IV, TREASURER, CLERK CITY OF TALLAHASSEE, FLORIDA

BY: Rent Olsen for James O. Cooke, II

APPROVED AS TO FORM:

CITY OF TALLAHASSEE ATTORNEY'S OFFICE

Lewis E. Shelley, Esq.

(Signature Pages Continue)

Passed and adopted by the Greensboro Town Council, this __12th___ day of _August___, 2013.

William K. Pitts Jr.

Mayor, Town of Greensboro

ATTEST:

H. MAXWELL FLETCHER, TREASURER, CLERK TOWN OF GREENSBORO, FLORIDA

BY: H. Watwell Flelik

APPROVED AS TO FORM: TOWN OF GREENSBORO

BY:

Alan Jackson, Esq.



Passed and adopted by the Havana Town Council, this 25th day of June , 2013.

T. J. Davis

Mayor, Town of Havana

ATTEST:

SHEILA EVANS, CLERK TOWNOF HAVANA, FLORIDA

BY: Wheliall

PPROVED AS TO FORM: TOWN OF HAVANA

BY:

Alex Hinson, Esq.

Passed and adopted by the School Board of Leon County, this 19th day of November 2013.

FORREST VAN CAMP, CHAIR

School Board of Leon County

ATTEST:

BY:

APPROVED AS TO FORM:

SCHOOL BOARD OF LEON COUNTY

BY

Jeff Wahlen, Esq.

(Signature Pages Continue)

Agreed to by the State of Florida Department of Transportation, this 13th day of march, 2014.

James T. Barfield, P.E. FDOT District III Secretary

ATTEST:

BY:

Executive Secretary

Legal Review:

OFFICE OF THE GENERAL COUNSEL

BY:

Samuel Henderson, Esq.

(Signature Pages Continue)

APPROVED AS TO FORM AND LEGALITY: CRTPA GENERAL COUNSEL

0....

BY:

Thorston Williams, Esq.

STAFF SERVICES AGREEMENT BETWEEN THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY AND THE CITY OF TALLAHASSEE

THIS MEMORANDUM OF UNDERSTANDING, hereinafter to be called the STAFF SERVICES AGREEMENT ("Agreement"), is made and entered into on the date specified herein, by and between the Capital Region Transportation Planning Agency, the region's Metropolitan Planning Organization ("CRTPA") and the City of Tallahassee ("CITY").

WITNESSETH:

WHEREAS, Section 339.175, Florida Statutes, provides for the designation of a Metropolitan Planning Organization ("MPO") for each urbanized area of the state and the creation and operation of such metropolitan planning organizations pursuant to an Interlocal Agreement entered into pursuant to Section 163.01, Florida Statutes; and

WHEREAS, the Governor of Florida has designated the CRTPA as the MPO for all of Leon County, along with urbanized portions of Gadsden, Wakulla and Jefferson Counties, the cities of Chattahoochee, Gretna, Midway, Quincy and Tallahassee, the towns of Greensboro and Havana, and the Leon County School Board; and

WHEREAS, the CRTPA as the MPO is duly created and operated pursuant to an Interlocal Agreement between the Florida Department of Transportation, the Counties of Leon, Gadsden, Wakulla and Jefferson, the cities of Chattahoochee, Gretna, Midway, Quincy and Tallahassee, the towns of Greensboro and Havana, and the Leon County School Board; and

WHEREAS, the CRTPA as the MPO wishes to manage the continuing, cooperative, and comprehensive transportation planning process mandated by state and federal law and authorized by Section 339.175, Florida Statutes; and

WHEREAS, Section 339.175, Florida Statutes, specifies that the CRTPA, as the MPO, shall be considered separate from the state or the governing body of a local government that is represented on the governing board of the CRTPA, as the MPO, or that is a signatory to the Interlocal Agreement creating the CRTPA, as the MPO, and shall have such powers and privileges that are provided under Sections 163.01 and 339.175, Florida Statutes; and

WHEREAS, pursuant to Section 339.175 (2)(b), Florida Statutes, the CRTPA, as the MPO, is a legally independent governmental entity distinct from the CITY government; and

WHEREAS, pursuant to Section 339.175(6)(g), Florida Statutes, the CRTPA, as the MPO, has the authority to contract with the CITY and other governmental entities for the provision and exchange of certain services; and

WHEREAS, the CRTPA, as the MPO, wishes to obtain certain administrative support services from the CITY to assist the CRTPA staff in managing the continuing, cooperative and comprehensive transportation planning process mandated by state and federal law and is authorized by Sections 339.175 and 163.01, Florida Statutes, to contract with the CITY for the same; and

WHEREAS, the CITY has the authority to enter into said Agreement and to provide the administrative services hereinafter described; and

WHEREAS, the provision of such services will mutually benefit the parties hereto and its citizens.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations herein, the parties agree as follows:

1.0 INCORPORATION BY REFERENCE.

The parties agree that the above recitals are a material part of this agreement, are true and correct, and are incorporated herein by reference.

2.0 PURPOSE.

The purpose of this Staff Services Agreement is to define the services to be provided by the CITY to the CRTPA; to provide for the professional services deemed necessary to carry out the terms of the Interlocal Agreement and any other agreement to which the CRTPA is a party; to determine the compensation to the CITY, if any, and to provide the staff services necessary for the administration of the CRTPA. This Agreement is entered into pursuant to Section 163.01, Florida Statutes, Florida Interlocal Cooperation Act, and Section 339.175, Florida Statutes, and embodies the whole understanding of the parties.

3.0 CRTPA STRUCTURE.

The governing board of the CRTPA shall be the policy-making body of the CRTPA as defined by Section 339.175, Florida Statutes, responsible for cooperative decision-making actions taken by the CRTPA. As provided in Section 339.175, Florida Statutes, the CRTPA may employ personnel and may enter into contracts with local or state agencies and private planning or engineering firms to utilize the staff resources of local and/or state agencies.

The Executive Director of the CRTPA serves under the direction, supervision, and control of the CRTPA governing board. The Executive Director serves as the principal administrator for the day-to-day administration of the CRTPA's

operations, supervision of the CRTPA's staff, consultants and contractors, establishment of procedures and operational policies governing the CRTPA's administration and staff, and such other responsibilities as set forth in the CRTPA's bylaws.

The Executive Director, with the consent of the CRTPA governing board, employs such personnel as may be necessary and authorized by the CRTPA governing board to perform adequately the functions of the CRTPA within the CRTPA's budgetary limitations. Pursuant to this Agreement, the CRTPA's staff shall receive certain benefits and administrative support services from the CITY, but shall otherwise function independently of the control, supervision, and direction of the CITY. The CITY shall have no management or control over, or responsibility for the CRTPA personnel, employees, staff, or the Executive Director.

As an independent legal entity, the CRTPA shall have the authority to add or delete staff and staff's positions from time to time, adjust salaries and benefits for its staff, and determine when and if to hire, terminate, discipline, layoff, furlough or suspend personnel working for the CRTPA, independent of any input direction or control from the CITY.

The CRTPA shall receive certain CITY employment related benefits as set forth in 4.0 below but shall otherwise not be considered or regarded as agents, employees, or representatives of the CITY and shall operate independently of the control, supervision, and direction of the CITY.

4.0 ADMINISTRATIVE SUPPORT SERVICES.

The CRTPA shall operate as an independent governmental entity from the CITY, employ its own staff, and enter into any contracts necessary or convenient for its operations and administration.

The CITY will provide the following administrative support services to the CRTPA and the CRTPA's staff to assist in managing the continuing, cooperative, and comprehensive transportation planning process for the CRTPA region. Cost of these services shall be expensed at the rates determined by the CITY's Internal Service Fund Expense Allocation Plan for such services unless noted otherwise herein. The methodology used to develop these costs shall be documented and reviewed on an annual basis as part of the budget development of the CRTPA.

Accounts. The CITY shall establish a cost center with the budgetary system of the CITY for the CRTPA and provide financial management of federal, state and local monies granted to the CRTPA in accordance with generally accepted accounting principles ("GAAP"). Notwithstanding the foregoing, the Parties agree that the CRTPA, as a distinct governmental entity, shall bear the ultimate responsibility to ensure that all required financial reporting been done, regardless of whether such functions are performed by the CITY's Clerk and

Auditor, or privately.

- b) <u>Annual Funding and Audit.</u> The CITY will include the CRTPA's revenues and expenditures in the CITY's accounting system and will pay the CRTPA's expenses from appropriated funds subject to reimbursement at the agreed rate. The parties agree to provide to each other and any other third party all information necessary to complete said audit. The CRTPA will outsource for the performance of its annual audit to a qualified auditing firm.
 - c) Personnel Expenditures. Subject to the availability of funds from the CRTPA, the CRTPA's staff shall have the option to receive the same benefits and services as similarly-classified CITY employees, including but not limited to health, life, dental, long term disability, wellness program, unemployment compensation benefits, retirement system benefits and leave accruals. Additionally, the CITY does not provide social security benefits to the CRTPA employees. The CRTPA understands and agrees that the employee benefits programs which the CITY may offer will change from time to time. If programs are added or removed, the CITY will advise or notify the CRTPA when changes are contemplated and/or implemented at the same time the CITY's employees are advised or notified.
 - d) <u>Human Resources.</u> The CRTPA may utilize all personnel services offered by the CITY's Human Resources Department or Office. Such personnel services include, but not limited to the recruitment, hiring, screening, background and/or credit examination, and applicable pre-employment physical and drug testing of the CRTPA employees or prospective employees. The CITY shall permit the CRTPA employees, at no cost difference than what is charged to CITY employees, to participate in personnel-related training courses and programs.
 - e) <u>Central Services.</u> The CITY shall provide support services in the same manner as provided to CITY departments, which include, but are not limited to, human resources, accounting, purchasing, information services, building maintenance, vehicle maintenance, communications, legal, finance, revenue collection, treasury maintenance, vehicle management, retirement administration, payroll, accounting services and equipment, as requested by the CRTPA. The CRTPA procurement requirements must adhere to all Federal and state laws regarding procurement of services. The CRTPA must also be in compliance with the Federal Highway Administration (FHWA), the Federal

Transit Administration (FTA), and the Florida Department of Transportation (FDOT) rules and regulations as applicable.

- f) Insurance Coverage. Any person who performs services for remuneration and who is actually employed full-time by the CRTPA, while acting within the course and scope of his or her employment, shall be covered by the CRTPA's insurance for automobile, general liability, and worker's compensation. Such coverage is not provided by the CITY to the CRTPA.
- g) Facilities. The CITY shall provide office space and meeting facilities sufficient to adequately support the functions of the CRTPA as mandated by federal and state law. Any charges for the office and meeting space, as well as the location and hours of use of the office and meeting space, shall be covered under the CITY cost allocation plan as agreed to by the CITY and CRTPA.
 - 1. Office Space. The City shall provide the CRTPA with office space suitable to conduct the CRTPA's business at a monthly rental cost as agreed upon by the CITY and the CRTPA. Once suitable office space has been agreed to between the CRTPA and the CITY, the CITY shall not reassign office space to the CRTPA or change the monthly rental cost without the CRTPA's concurrence. The CRTPA may, in its sole discretion, utilize non-city space if circumstances warrant.
 - 2. Meeting Space. The CITY shall provide suitable meeting space (as reasonably determined by the CRTPA) for the CRTPA to conduct its advisory and governing board meetings. The CRTPA shall coordinate with the CITY to reserve such meeting and conference rooms. The CITY, in consultation with the CRTPA and in accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, shall provide assistance to persons with disabilities needing special accommodations to participate in meetings held on the CITY's property.

5.0 CRTPA Duties.

a) All administrative support services to the CRTPA's not delineated in Section 4 of this Agreement shall be provided by the CRTPA staff. Such duties include, but are not limited to: Legal Services. The CRTPA may employ a general counsel, who shall serve under contract and at the pleasure of the Board, providing legal counsel and services to the CRTPA and its Executive Director at the direction of the Board, the Board Chairman and the Executive Director.

b) Budget. The CRTPA shall establish a budget which shall operate on a fiscal year basis consistent with any requirements of the Unified Planning Work Program (UPWP). The CRTPA shall annually prepare a budget necessary to perform adequately the functions of the CRTPA as mandated by federal and state law. The budget shall be written to cover all of the costs to the CITY for all support services provided to the CRTPA pursuant to this Agreement. The CRTPA's Governing Board shall approve the CRTPA's annual operating budget and UPWP as well as any changes needed. The CITY shall have no authority in reviewing or approving the budget, budget modifications/amendments or the UPWP. It is the responsibility of the CRTPA to ensure that all appropriate Federal and State of Florida budget rules and regulations and any requirements of the FDOT related to the administration of state funds are followed in preparing the annual budget.

The City shall, on an annual basis, provide the CRTPA with the calculations used to determine the various service costs (i.e. financial services, human resources, procurement, etc.) as part of the development of the CRTPA budget.

- c) Reimbursement of Fund Advances. Upon receipt of quarterly spending reports from the CITY, the CRTPA shall calculate and submit bills to the appropriate federal, state and local grantors for program expenditures within 90 days of the end of the fiscal quarter and forward reimbursement payments to the CITY upon receipt from such federal, state and local grantors. Other than providing basic cost information to the CRTPA, the CITY shall have no authority over the approval of the CRTPA's budget. The CRTPA budget shall be approved exclusively and solely by the CRTPA Board.
- d) Personnel Policy. The CRTPA will adopt and implement personnel policies for the recruitment, retention, promotion, supervision, discipline and evaluation of the CRTPA employees. The CITY shall have no supervisory or other authority regarding the adoption of this policy. While the CRTPA may adopt the CITY's personnel policies for its day-to-day operations, the CRTPA shall, as a separate and independent governmental entity, structure all its policies to meet its immediate needs and to comply with all state and federal guidelines. Should the CRTPA adopt the CITY's personnel policies, the adoption of the policies shall result in a separate set of policies for the CRTPA's exclusive use. Said adoption of the policies shall not be construed by the parties or any other entity as entitling the CITY to have the ability to regulate or supervise the CRTPA in the areas of adoption. The CRTPA shall be permitted to participate in personnel related training courses or programs, including drug testing, offered by the CITY. All Personnel Policies shall be in compliance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq., as may be amended from time to time.

e) <u>Professional Services.</u> To facilitate the CITY purchasing function of the CRTPA, the CRTPA shall comply with the provisions of Section 287.055, Florida Statutes ("The Consultants' Competitive Negotiation Act") and the federal and FDOT procurement requirements for the procurement of professional services. Per federal guidelines, CRTPA procurement activities shall not include requirements for geographic preference.

6.0 COMPENSATION.

In consideration for the administrative support services to be provided herein by the CITY, the CRTPA shall annually budget a sum sufficient to reimburse the CITY for all costs incurred by the CITY for administrative support, self-insurance, and other direct costs associated with the CRTPA operations. Actual cost estimates shall be calculated in accordance with 2 CFR 200, as may be amended from time to time.

7.0 TRAVEL AND TRAVEL EXPENSES.

All travel by the CRTPA's personnel and Governing Board members shall be approved by the CRTPA's Executive Director and travel expenses shall be paid consistent with the provisions of the CRTPA's Travel Policy. All travel by the CRTPA's Executive Director shall be approved by the Chairman of the Governing Board or his designee and travel expenses shall be paid consistent with the provisions of Section 112.061, Florida Statutes. The CITY shall have no function or responsibility with respect to the travel of any CRTPA staff or Governing Board Members.

8.0 DURATION AND TERMINATION PROCEDURE.

a) LENGTH OF AGREEMENT.

This Agreement shall remain in effect for five (5) years or until terminated by the parties in accordance to the terms of this Agreement. Should the parties fail to renew the Agreement within the five (5) year period and neither party is in default under the terms of this agreement, the parties agree that this agreement shall remain in full force and effect on a month to month basis, until and unless it is terminated by the parties or a new agreement replaces this Agreement.

b) TERMINATION FOR CONVENIENCE.

Either party may terminate this agreement for convenience with six (6) months written notice to the other party. The parties agree that a termination for convenience by one party shall not result in any recourse under the provisions of this agreement against the other party. Also, it is agreed that should a cause of action arise from the execution of a termination for convenience, under this section, any such cause of action is waived by the parties.

c) TERMINATION FOR DEFAULT.

If either party is in default of the Agreement, termination may be made thirty (30) calendar days after receipt of the written notice to the defaulting party of the default and the default is not cured. Upon notification of the default, the defaulting party will have thirty days (30) to cure upon receipt of written notice of the default unless a different term is agreed to by the parties. Failure to comply with any of the terms of this Agreement will constitute a default within the meaning of this section. A cure shall be deemed to have met the requirements of this subsection if the defaulting party begins the cure within the 30 day notice period and the party providing notice shall not terminate as long as the defaulting party is continuing the cure in good faith. The parties agree that neither party may determine that a cure is unsatisfactory if the cure meets the terms of this agreement.

d) RIGHT TO DAMAGES AND OBLIGATIONS AFTER TERMINATION.

The parties agree that neither party waives any of its rights to seek damages of any kind against the other party in the event of substantial breach or default of any of the terms hereunder. After termination, this Agreement shall be of no further continuing effect, and the parties have no obligations to each other hereunder, except the sections in the Agreement noted as surviving termination, those duties and responsibilities to be carried out upon or after termination, and those duties or responsibilities arising on or before the date of termination.

9.0 RECORD KEEPING AND RETENTION.

The CRTPA and the CITY shall prepare and retain all books, papers, records and accounts related to this Agreement in accordance with GAAP and with federal requirements, including but not limited to, 23 CFR Part 42 and 2 CFR part 1201, as may be amended from time to time. All books, papers, records and accounts made in connection with this Agreement are open to inspection and shall be retained by both parties for a period of five (5) years after termination of this Agreement. All books, papers, records and accounts related to the performance of this Agreement shall be subject to the applicable provisions of the Florida Public Records Act, Chapter 119, Florida Statutes, and appropriate records retention requirements as may be implemented by the State of Florida from time to time.

Notwithstanding the foregoing provisions, all books, papers, records and accounts made in connection with this Agreement or otherwise by the CRTPA and the CITY shall not be open to inspection or disclosure pursuant to this Agreement or otherwise when said books, papers, records and accounts are confidential or exempt from open and public records law pursuant to Federal or Florida law.

10.0 SEVERABILITY.

If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of applicable law. In turn, should any section, sentence or clause of this Agreement be deemed unlawful by a Court of competent jurisdiction, no other provision hereof shall be affected, and all other provisions of this Agreement shall continue in full force and effect.

11.0 CONSTITUTIONAL OR STATUTORY DUTIES AND RESPONSIBILITIES OF PARTIES.

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

12.0 AMENDMENT OF AGREEMENT.

The CRTPA and the CITY may, upon initiation of either party, amend this Agreement to cure any ambiguity, defect, omission or to grant any additional powers, or to confer additional duties which are consistent with the intent and purpose of this Agreement subject to formal approval by resolution of each party. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties here to with the same formalities as the original Agreement. However, no amendment may alter the apportionment or jurisdictional boundaries of the CRTPA without approval by the Governor or as provided by law.

13.0 CONFIRMATION OF AGREEMENT.

The Agreement shall be reviewed annually by the CRTPA and the CITY to confirm the validity of the contents and to recommend the type of amendments, if any, that are required.

14.0 NOTICES.

All notices and other communications required hereunder shall be in writing and shall be delivered personally, by e-mail or by registered or certified mail, return receipt requested, postage prepaid, or by Federal Express, Airborne Express Mail, or other nationally recognized overnight commercial delivery service, fees prepaid for next day delivery. Such notices shall be deemed to have been received (i) upon delivery, if personally delivered; (ii) upon the earlier of actual receipt or the fifth day after mailing, if mailed by registered or certified United States mail, return receipt requested, postage prepaid; and (iii) upon actual receipt if sent by Federal Express, Airborne Express, or other nationally recognized overnight commercial delivery service. The addresses for delivery of such notices shall be as follows:

To:
Greg Slay
Executive Director
Capital Region Transportation Planning Agency
Mailing Address:
City Hall
300 S. Adams Street A-19
Tallahassee, FL 32301

With a copy to: CRTPA General Counsel Attn: Thornton Williams Mailing Address: Williams Law Group P. O. Box 10109 Tallahassee, FL 32302

Mayor John E. Dailey City Hall 300 S. Adams Street Tallahassee, Florida 32301 With a copy to:
Ms. Cassandra K. Jackson
City Attorney
Office of the City Attorney
City Hall
300 S. Adams Street, Box A-5
Tallahassee, Florida 32301

or to such other address as any party hereto shall from time to time designate to the other party by notice in writing as herein provided.

15.0 RULES OF CONSTRUCTION.

All words used herein in the singular form shall extend to and include the plural. All used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

16.0 EXECUTION OF AGREEMENT; COUNTERPARTS.

This Agreement may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument. The parties hereby further agree that each party shall execute and deliver all other appropriate supplemental agreements and other instruments and take any other action necessary to make this Agreement fully and legally effective, binding, and enforceable as between them and as against third parties.

17.0 GOOD FAITH.

In order to facilitate the success of the Agreement, the MPO and the CITY shall enter into this Agreement in good faith and with mutual trust.

18.0 AUTHORITY.

Each party represents and warrants, with respect to itself, that the execution and delivery of this Agreement has been authorized by all necessary action of each party, and that this Agreement constitutes the legal, valid, and binding agreement of each party, enforceable in accordance with its terms.

19.0 GOVERNING LAW; VENUE.

This Agreement shall be construed, interpreted, enforced, and governed in accordance with the laws of the State of Florida. Venue for any action arising out of or related to this Agreement shall be in Leon County, Florida.

20.0 BINDING EFFECT.

This Agreement shall be binding upon and shall inure to the benefit of the respective successors, heirs, assigns, representatives, subsidiaries, affiliates, joint venturers, officers, directors, and members of the parties hereto.

21.0 NON-WAIVER.

Failure by the CRTPA and the CITY to insist upon the strict performance of any of the terms, conditions, or provisions of this Agreement shall not be deemed to be a waiver of such terms, conditions, and provisions, and the CRTPA and the CITY notwithstanding such failure, shall have the right hereafter to insist upon the strict performance of any or all such terms and conditions of this Agreement as set forth herein.

22.0 INTERPRETATIONS; HEADINGS.

All parties hereto acknowledge that they participated in the negotiation and drafting of the terms of this Agreement and acknowledge that no provision shall be strictly construed against one party or the other based solely on draftsmanship. The parties have entered into this Agreement without duress, coercion, or under undue influence of any kind, and are motivated by a desire to avoid the costs and time associated with litigation and to arrive at a fair and reasonable agreement with regard to the parties' dispute. All parties hereto acknowledge that they have been represented by counsel in connection with the negotiation of the terms of this Agreement and that they enter into this Agreement freely and voluntarily, and only after consultation with their respective counsel. All sections and descriptive headings in this Agreement are inserted for convenience only, and shall neither affect the construction or interpretation hereof, nor add or subtract from the meaning of the contents of each section.

23.0 ENTIRE AGREEMENT.

This Agreement represents the entire understanding and agreement between the parties with respect to the subject matter hereof. No representations have been made, either express or implied by the parties, other than those expressly set forth in this Agreement.

24.0 ENFORCEMENT; REMEDIES.

The parties hereto shall have all equitable and legal remedies available under Florida law to enforce the terms and conditions of this Agreement, and the terms of this Agreement shall be specifically enforceable in Circuit Court.

25.0 ATTORNEYS FEES.

In the event of any dispute hereunder or any action to interpret or enforce this Agreement, any provision hereof, or any matter arising herefrom, the prevailing party shall be paid by the non-prevailing party the reasonable attorneys' fees and costs incurred in enforcing its rights and remedies, whether incurred at the pretrial, trial, or appellate levels.

26.0 DISCLAIMER OF THIRD-PARTY BENEFICIARIES.

This Agreement is solely for the benefit of the formal parties hereto and no right or cause of action shall accrue by reason hereof to or for the benefit of any third party not a formal party hereto. Nothing in this Agreement, expressed or implied, is intended or shall be construed to confer upon or give any person or entity any right, remedy, or claim under or by reason of this Agreement or any provisions or conditions hereof, other than the parties hereto.

27.0 EFFECTIVE DATE.

This Agreement shall become effective upon the date of execution by the last of the parties hereto.

REMAINDER OF THE PAGE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the undersigned parties have caused this Agreement to be duly	
executed thisday of	, 2021.
CITY OF TALLAHASSEE	CAPITAL REGION TRANSPORTATION PLANNING AGENCY
Mayor John E. Dailey City of Tallahassee	Jeremy Matlow (Jun 21, 2021 13:23 EDT) Jeremy Matlow, Chairman Capital Region Transportation Planning Agency
Attest:	
By: Sames O. Cooke, IV City Treasurer-Clerk Date:	A.D.1840
Approved as to form:	Executive Commence
By: Cassandu. K. Jackson	

City Attorney



Legal Routing Memo

Date: 6/18/2021	
To: City Attorney's Office	
From: Cindy Dickinson Treasurer Clerk	
Subject: Legal Review of	
☑ CONTRACT NO. 995367 ☐ AMENDMENT NO. ☐ MEMORANDUM OF UNDERSTANDING OR AGREEMENT ☐ OTHER	
	iz.
This document relates to Staff Services for CRTPA	
Document has been reviewed and considered ready for execution by either or both:	
Procurement Signature:	
Department Signature:	
3	
TO BE COMPLETED BY LEGAL	
Legal review completed on: June 21, 2021	
Legal review performed by: Kristen Coons McRae.	
Approved for execution: XX□yes □no	

INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN PLANNING ORGANIZATION

THIS INTERLOCAL AGREEMENT for the formation of a Metropolitan Planning Organization is made and entered into on this 21st day of June 2016 by and between the FLORIDA DEPARTMENT OF TRANSPORTATION; the COUNTYOF MARION; and the CITIES OF BELLEVIEW, DUNNELLON AND OCALA, collectively known as "the parties."

RECITALS

WHEREAS, the federal government, under the authority of Title 23 United States Code (USC) §134 and Title 49 USC §5303, requires each metropolitan area, as a condition for the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area;

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

WHEREAS, Title 23 USC §134 and Title 49 USC §§5303-5305, as amended by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Section 339.175, Florida Statutes (F.S.), provide for the creation of Metropolitan Planning Organizations to develop transportation plans and programs for urbanized areas;

WHEREAS, pursuant to Titles 23 USC §134(d), 49 USC §5303, 23 CFR §450.310(b), and Section 339.175(2), F.S., a determination has been made by the Governor and units of general purpose local government representing at least 75 percent of the affected population (including the largest incorporated city, based on population as named by the Bureau of Census) in the urbanized area to designate a Metropolitan Planning Organization;

WHEREAS, pursuant to this Interlocal Agreement, the parties wish to collectively participate in the metropolitan planning process as the Ocala-Marion County Transportation Planning Organization, located at 121 SE Watula Avenue, Ocala, FL 34471, for the entirety Ocala Urbanized Area and the portions of the Lady Lake-The Villages and the Homosassa Springs-Beverly Hills-Citrus Springs Urbanized Area lying within the Ocala Metropolitan Statistical Area (MSA), herein after referred to as the Transportation Planning Organization or the TPO. Further, the parties approved by unanimous vote an apportionment and boundary plan for presentation to the Governor on 28th day of May 2013;

WHEREAS, pursuant to Section 339.175(4), F.S., the Governor, by letter dated the 13th day of February 2014, approved the apportionment and boundary plan submitted by the TPO;

WHEREAS, pursuant to Title 23 CFR §450.314(a), and Section 339.175(10), F.S., an agreement must be entered into by the Department, the TPO, and the governmental entities and public transportation operators to identify the responsibility of each party for cooperatively carrying out a comprehensive transportation planning process;

WHEREAS, this Interlocal Agreement is required to create the Metropolitan Planning Organization and delineate the provisions for operation of the TPO;

WHEREAS, the undersigned parties have determined that this Interlocal Agreement is consistent with Section 339.175(10), F.S.;

WHEREAS, the undersigned parties have determined that this Interlocal Agreement is consistent with statutory requirements set forth in Section 163.01, F.S., relating to Interlocal Agreements; and

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

ARTICLE 1 RECITALS; DEFINITIONS

Section 1.01. <u>Recitals</u>. Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Interlocal Agreement.

INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN PLANNING ORGANIZATION

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

Interlocal Agreement means and refers to this instrument, as may be amended from time to time.

<u>Department</u> means and refers to the Florida Department of Transportation, an agency of the State of Florida created pursuant to Section 20.23, F.S.

FHWA means and refers to the Federal Highway Administration.

FTA means and refers to the Federal Transit Administration.

Long Range Transportation Plan (LRTP) is the 20-year transportation planning horizon which includes transportation facilities; identifies a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; and in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by Title 23 USC §134(c), Title 49 USC §5303, Title 23 CFR §450.322, and Section 339.175(7), F.S.

Metropolitan Planning Area means and refers to the planning area determined by agreement between the TPO and the Governor for the urbanized area containing at least a population of 50,000 as described in Title 23 USC §134(b)(1), Title 49 USC §5303, and Section 339.175(2)(c) and (d), F.S., and including the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, which shall be subject to the Metropolitan Planning Organization's planning authority.

<u>TPO</u> means and refers to the Metropolitan Planning Organization formed pursuant to this Interlocal Agreement as described in 23 USC §134(b)(2), 49 USC §5303, and Section 339.175(1), F.S.

<u>Transportation Improvement Program (TIP)</u> is the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long Range Transportation Plan, developed pursuant to 23 USC §134(j), 49 USC §5303, 23 CFR §450.324 and Section 339.175(8), F.S.

<u>Unified Planning Work Program (UPWP)</u> is the biennial program developed in cooperation with the Department and public transportation providers, that identifies the planning priorities and activities to be carried out within a metropolitan planning area to be undertaken during a 2-year period, together with a complete description thereof and an estimated budget, all as required by 23 CFR §450.308, and Section 339.175(9), F.S.

ARTICLE 2 PURPOSE

Section 2.01. <u>General Purpose</u>. The purpose of this Interlocal Agreement is to establish the TPO and recognize the boundary and apportionment approved by the Governor. This Interlocal Agreement shall serve:

- (a) To assist in the development of transportation systems embracing various modes of transportation in a manner that will maximize the mobility of people and goods within and through this metropolitan planning area and minimize, to the maximum extent feasible for transportation-related fuel consumption and air pollution;
- (b) To develop transportation plans and programs, in cooperation with the Department, which plans and programs provide for the development of transportation facilities that will function as a multi-modal and intermodal transportation system for the metropolitan planning area;
- (c) To implement and ensure a continuing, cooperative, and comprehensive transportation planning process that results in coordinated plans and programs consistent with the comprehensively planned development of this affected metropolitan planning area in cooperation with the Department;
- (d) To assure eligibility for the receipt of federal capital and operating assistance pursuant to Title 23 USC §134 and Title 49 USC §§5303, 5304, 5305, 5307, 5309, 5310, 5311, 5314, 5326, 5337and 5339, 5340; and

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(e) To carry out the metropolitan transportation planning process, in cooperation with the Department, as required by federal, state and local laws.

Section 2.02. <u>Major TPO Responsibilities</u>. The TPO is intended to be a forum for cooperative decision making by officials of the governmental entities which are parties to this Interlocal Agreement in the development of transportation-related plans and programs, including but not limited to:

- (a) The LRTP;
- (b) The TIP;
- (c) The UPWP;
- Incorporating performance goals, measures, and targets into the process of identifying and selecting needed transportation improvements and projects;
- (e) A congestion management process for the metropolitan area and coordinated development of all other transportation management systems required by state or federal law;
- (f) Assisting the Department in mapping transportation planning boundaries required by state or federal law;
- (g) Supporting the Department in performing its duties relating to access management, functional classification of roads, and data collection; and
- (h) Performing such other tasks required by state or federal law.

Section 2.03. Coordination with the Department and Consistency with Comprehensive Plans. Chapter 334, F.S., grants broad authority for the Department's role in transportation. Section 334.044, F.S., includes the legislative intent declaring that the Department shall be responsible for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the State. Section 339.155, F.S., requires the Department to develop a statewide transportation plan, which considers, to the maximum extent feasible, strategic regional policy plans, TPO plans, and approved local government comprehensive plans. Section 339.175(5), F.S., specifies the authority and responsibility of the TPO and the Department to manage a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area.

In fulfillment of this purpose and in the exercise of the various powers granted by Chapters 334 and 339, F.S., the parties to this Interlocal Agreement acknowledge that decisions made by the TPO will be coordinated with the Department. All parties to this Interlocal Agreement acknowledge that actions taken pursuant to this Interlocal Agreement will be consistent with local government comprehensive plans.

ARTICLE 3 TPO ORGANIZATION AND CREATION

- Section 3.01. <u>Establishment of TPO</u>. The TPO for the metropolitan planning area as described in the membership apportionment plan approved by the Governor is hereby created and established pursuant to this Interlocal Agreement to carry out the purposes and functions set forth in Articles 2 and 5. The legal name of this Metropolitan Planning Organization shall be the TPO.
- Section 3.02. TPO to operate pursuant to law. In the event that any election, referendum, approval, permit, notice, other proceeding or authorization is required under applicable law to undertake any power, duty, or responsibility hereunder, or to observe, assume, or carry out any of the provisions of this Interlocal Agreement, the TPO will, to the extent of its legal capacity, comply with all applicable laws and requirements.
- Section 3.03. Governing board to act as policy-making body of TPO. The governing board established pursuant to Section 4.01 of this Interlocal Agreement shall act as the policy-making body for the TPO, and will be responsible for coordinating the cooperative decision-making process of the TPO's actions, and will take required actions as the TPO.
- Section 3.04. <u>Data, reports, records, and other documents</u>. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, F.S., the parties shall provide to each other such data, reports,

INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN PLANNING ORGANIZATION

records, contracts, and other documents in its possession relating to the TPO as is requested. Charges are to be in accordance with Chapter 119, F.S.

Section 3.05. Rights of review. All parties to this Interlocal Agreement and the affected federal funding agencies (e.g., FHWA, FTA, and FAA) shall have the rights of technical review and comment on TPO's projects.

ARTICLE 4 COMPOSITION; MEMBERSHIP; TERMS OF OFFICE

Section 4.01. Composition and membership of governing board.

(a) The membership of the TPO shall consist of 12 voting members and 1 non-voting advisor(s). The names of the member local governmental entities and the voting apportionment of the governing board as approved by the Governor shall be as follows:

Voting Members

Marion County	5 seats
City of Ocala	5 seats
City of Belleview	1 seat
City of Dunnellon	1 seat
Total	12 seats

Non-voting advisor

FDOT District V Secretary (or designee)

- (b) All voting representatives shall be elected officials of general purpose local governments, one of whom may represent a group of general-purpose local governments through an entity created by the TPO for that purpose. The TPO may include, as part of its apportioned voting membership, a member of a statutorily authorized planning board or an official of an agency that operates or administers a major mode of transportation. All individuals acting as a representative of the governing board of the county, a city, or authority shall first be selected by said governing board.
- (c) In the event that a governmental entity that is a member of the TPO fails to fill an assigned appointment to the TPO within sixty days after notification by the Governor of its duty to appoint a representative, the appointment shall then be made by the Governor from the eligible individuals of that governmental entity.
- Section 4.02. <u>Terms.</u> The term of office of members of the TPO shall be four years. The membership of a member who is a public official automatically terminates upon said official leaving the elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the governmental entity represented by the member. A vacancy shall be filled by the original appointing entity. A member may be appointed for one or more additional four year terms.

ARTICLE 5 AUTHORITIES, POWERS, DUTIES AND RESPONSIBILITIES

Section 5.01. <u>General authority</u>. The TPO shall have all authorities, powers and duties, enjoy all rights, privileges, and immunities, exercise all responsibilities and perform all obligations necessary or appropriate to managing a continuing, cooperative, and comprehensive transportation planning process as specified in Section 339.175(5) and (6), F.S.

Section 5.02. Specific authority and powers. The TPO shall have the following powers and authority:

(a) As provided in Section 339.175(6)(g), F.S., the TPO may employ personnel and/or may enter into contracts with local or state agencies and private planning or engineering firms to utilize the staff resources of local and/or state agencies;

INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN PLANNING ORGANIZATION

- (b) As provided in Section 163.01(14), F.S., the TPO may enter into contracts for the performance of service functions of public agencies;
- (c) As provided in Section 163.01(5)(j), F.S., the TPO may acquire, own, operate, maintain, sell, or lease real and personal property;
- (d) As provided in Section 163.01(5)(m), F.S., the TPO may accept funds, grants, assistance, gifts or bequests from local, state, and federal resources;
- (e) The TPO may promulgate rules to effectuate its powers, responsibilities, and obligations enumerated herein; provided, that said rules do not supersede or conflict with applicable local and state laws, rules and regulations; and
- (f) The TPO shall have such powers and authority as specifically provided in Section 163.01 and Section 339.175(5) and (6), F.S., and as may otherwise be provided by federal or state law.

Section 5.03. <u>Duties and responsibilities</u>. In addition to those duties and responsibilities set forth in Article 2, the TPO shall have the following duties and responsibilities:

- (a) As provided in Section 339.175(6)(d), F.S., the TPO shall create and appoint a technical advisory committee:
- (b) As provided in Section 339.175(6)(e), F.S., the TPO shall create and appoint a citizens' advisory committee:
- (c) As provided in Section 163.01(5)(o), F.S., the TPO shall be liable for any liabilities incurred by the TPO, and the TPO may respond to such liabilities through the purchase of insurance or bonds, the retention of legal counsel, the approval of settlements of claims by its governing board, or in any other manner agreed upon by the TPO. Nothing contained herein shall constitute a waiver by any party of its sovereign immunity or the provisions of section 768.28, F.S.
- (d) As provided in Section 339.175(9), F.S., the TPO shall establish an estimated budget which shall operate on a fiscal year basis consistent with any requirements of the UPWP;
- (e) The TPO, in cooperation with the Department, shall carry out the metropolitan transportation planning process as required by Title 23 CFR Parts 420 and 450, and Title 49 CFR Part 613, Subpart A, and consistent with Chapter 339, F.S., and other applicable state and local laws;
- (f) As provided in Section 339.175(10)(a), F.S., the TPO shall enter into agreements with the Department, operators of public transportation systems and the metropolitan and regional intergovernmental coordination and review agencies serving the metropolitan area. These agreements will prescribe the cooperative manner in which the transportation planning process will be coordinated and included in the comprehensively planned development of the area;
- (g) Perform such other tasks presently or hereafter required by state or federal law;
- (h) Execute certifications and agreements necessary to comply with state or federal law; and
- (i) Adopt operating rules and procedures.

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ARTICLE 6 FUNDING: INVENTORY REPORT; RECORD-KEEPING

- Section 6.01. <u>Funding</u>. The Department shall allocate to the TPO for performance of its transportation planning and programming duties, an appropriate amount of federal transportation planning funds consistent with the approved planning funds formula.
- Section 6.02. <u>Inventory report.</u> The TPO agrees to inventory, to maintain records of and to insure proper use, control, and disposal of all nonexpendable tangible property acquired pursuant to funding under this Interlocal Agreement. This shall be done in accordance with the requirements of Title 23 CFR Part 420, Subpart A, Title 49 CFR Part 18, Subpart C, and all other applicable federal regulations.
- Section 6.03. Record-keeping and document retention. The Department and the TPO shall prepare and retain all records in accordance with federal and state requirements, including but not limited to 23 CFR Part 420, Subpart A, 49 CFR Part 18, Subpart C, 49 CFR §18.42, and Chapter 119, F.S.
- Section 6.04 <u>Compliance with laws.</u> All parties shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the parties in conjunction with this Agreement. Specifically, if a party is acting on behalf of a public agency the party shall:
 - (a) Keep and maintain public records that ordinarily and necessarily would be required by the Department in order to perform the services being performed by the party.
 - (b) Provide the public with access to public records on the same terms and conditions that the Department would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.
 - (c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
 - (d) Meet all requirements for retaining public records and transfer, at no cost, to the Department all public records in possession of the party upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the Department in a format that is compatible with the information technology systems of the Department.

ARTICLE 7 MISCELLANEOUS PROVISIONS

- Section 7.01. Constitutional or statutory duties and responsibilities of parties. This Interlocal Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Interlocal Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Interlocal Agreement or any legal or administrative entity created or authorized by this Interlocal Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.
- Section 7.02. <u>Amendment of Interlocal Agreement.</u> Amendments or modifications of this Interlocal Agreement may only be made by written agreement signed by all parties here to with the same formalities as the original Interlocal Agreement. No amendment may alter the apportionment or jurisdictional boundaries of the TPO without approval by the Governor.

Section 7.03. Duration; withdrawal procedure.

(a) <u>Duration</u>. This Interlocal Agreement shall remain in effect until terminated by the parties to this Interlocal Agreement. The Interlocal Agreement shall be reviewed by the parties at least every five years, concurrent with the decennial census, and/or concurrent with a new Federal Reauthorization bill, and updated as necessary.

INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN PLANNING ORGANIZATION

- (b) Withdrawal procedure. Any party, except Marion County and the City of Ocala, as the United States Bureau of the Census designated largest incorporated city, may withdraw from this Interlocal Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Interlocal Agreement and the TPO, at least 90 days prior to the intended date of withdrawal. Upon receipt of the intended notice of withdrawal:
 - (1) The withdrawing member and the TPO shall execute a memorandum reflecting the withdrawal of the member and alteration of the list of member governments that are signatories to this Interlocal Agreement. The memorandum shall be filed in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located; and
 - (2) The TPO shall contact The Office of the Governor and the Governor, with the agreement of the remaining members of the TPO, shall determine whether any reapportionment of the membership is appropriate. The Governor and the TPO shall review the previous TPO designation, applicable federal, state and local law, and TPO rules for appropriate revision. In the event that another entity is to afforded membership in the place of the member withdrawing from the TPO, the parties acknowledge that pursuant to Title 23 CFR §450.310(I)(2), adding membership to the TPO does not automatically require redesignation of the TPO. In the event that a party who is not a signatory to this Interlocal Agreement is afforded membership in the TPO, membership shall not become effective until this Interlocal Agreement is amended to reflect that the new member has joined the TPO.

Section 7.04. <u>Notices</u>. All notices, demands and correspondence required or provided for under this Interlocal Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be addressed as follows:

Chairman
Marion County Board of County Commissioners
601 SE 25th Avenue
Ocala, FL 34471

Mayor City of Dunnellon 20750 River Drive Dunnellon, FL 34431

District Secretary FDOT District V 719 South Woodland Blvd Deland, FL 32720 Mayor City of Belleview 5343 SE Abshier Blvd Belleview, FL 34420

Council President City of Ocala 110 SE Watula Avenue Ocala, FL 34471

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

Section 7.05. Interpretation.

- (a) <u>Drafters of the Interlocal Agreement</u>. The Department and the members of the TPO were each represented by or afforded the opportunity for representation by legal counsel and participated in the drafting of this Interlocal Agreement and in choice of wording. Consequently, no provision should be more strongly construed against any party as drafter of this Interlocal Agreement.
- (b) Severability. Invalidation of any one of the provisions of this Interlocal Agreement or any part, clause or word, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.

INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN PLANNING ORGANIZATION

- (c) <u>Rules of construction</u>. In interpreting this Interlocal Agreement, the following rules of construction shall apply unless the context indicates otherwise:
 - (1) The singular of any word or term includes the plural;
 - (2) The masculine gender includes the feminine gender; and
 - (3) The word "shall" is mandatory, and "may" is permissive.

Section 7.06. <u>Enforcement by parties hereto</u>. In the event of any judicial or administrative action to enforce or interpret this Interlocal Agreement by any party hereto, each party shall bear its own costs and attorney's fees in connection with such proceeding.

Section 7.07. Interlocal Agreement execution; Use of counterpart signature pages. This Interlocal Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 7.08. Effective date; Cost of recordation

- (a) <u>Effective date</u>. This Interlocal Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court for each county in which a party hereto is located.
- (b) Recordation. The TPO hereby agrees to pay for any costs of recordation or filing of this Interlocal Agreement in the Office of the Circuit Court for each county in which a party is hereto located. The recorded or filed original, or any amendment, shall be returned to the TPO for filing in its records.

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the above designated TPO.

Marion County

Marion County Board of County Commissioners

Kathy Bryant, Chairperson Marion County Commission

Attest: David R. Milspermann

Marion County Clerk of the Circuit Court

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN PLANNING ORGANIZATION

City of Dunnellon

Nathan Whitt, Mayor

City of Dunnellon

Andrèw J. Hand, Attorney

City of Dunnellon

Attest: Dawn M. Bowne

City Clerk, City of Dunnellon

City of Belleview

Christine Dobkowski, Mayor

City of Belleview

Frederick E. Landt, Attorney

City of Belleview

Attest: Sandi McKamey City Clerk, City of Belleview

CITY OF OCALA

rames P. Hitty, Sr., Preside

Ocala City Council

Pat Gilligan, Attorney City of Ocala

Attest: Angel B. Jacobs City Clerk, City of Ocala

COUNT

ACCEPTED BY CITY COUNCIL DAIE

OFFICE OF THE CITY CLERK

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN PLANNING ORGANIZATION

FLORIDA DEPARTMENT OF TRANSPORTATION

Noranne Downs, Secretary

Florida Department of Transportation

District V

Daniel McDermott, Attorney

Florida Department of Transportation

District V

STAFF SERVICES AGREEMENT

THIS STAFF SERVICES AGREEMENT is made and entered into this 21 day of 2020 between the Ocala/Marion County Transportation Planning Organization, created and operating pursuant to Section 339.175, Florida Statutes (hereinafter called the "TPO"), and the Marion County Board of County Commissioners, a political subdivision of the State of Florida (hereinafter called the "COUNTY").

WITNESSETH:

WHEREAS, 23 U.S.C. 134 and Section 339.175, Florida Statutes provides for the designation of a metropolitan planning organization for each urbanized area of the state; and

WHEREAS, pursuant to Section 339.175(4), F.S., the Governor, by letter dated the 13th day of February 2014, approved the apportionment and boundary plan submitted by the TPO; and

WHEREAS, the TPO, pursuant to the power conferred upon it by Section 339.175(6)(g), Florida Statutes, and Section 5.00 of the Interlocal Agreement between Marion county, the City of Ocala, the City of Belleview, and the City of Dunnellon, and the Florida Department of Transportation, (FDOT), dated May 18, 2004, as amended, may enter into agreements with local agencies to utilize the staff resources of such agencies or for the performance of certain services by such agencies; and

WHEREAS, pursuant to Section 339.175(2)(b), Florida Statutes, the TPO is an independent governmental entity separate and distinct form the COUNTY; and

WHEREAS, the TPO is desirous of obtaining certain services from the COUNTY to assist with the TPO functions of managing the continuing, cooperative and comprehensive transportation planning process as mandated by State and Federal law; and

WHEREAS, it is deemed by the parties to be appropriate and necessary that the duties and obligation of the TPO and the COUNTY in relation to the staffing of the TPO be defined and fixed by formal agreement.

NOW, THEREFORE, in consideration the mutual covenants, premises, and representations herein, the parties agree as follows:

- 1. <u>Purpose.</u> For the reasons recited in the preamble, which are hereby adopted as part thereof, this Staff Services agreement (Agreement) is to provide for professional services to carry out the term of the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement, dated September 19, 2017 between the TPO and the FDOT and to provide personnel for the administration of the TPO.
- 2. Scope of Services. It is agreed by the COUNTY that it shall support the TPO with the staff necessary for professional, technical, administrative, and clerical services, office and other space, and other incidental items as may be required and necessary to manage the business and affairs of the TPO and to carry on the transportation planning and programming process specified by the Transportation Planning Joint Participation Agreement; provided, it is understood and agreed that, unless otherwise provided for, the performance of such service and functions shall be limited to those specified and allocated in the TPO's federally approved two-year Unified Planning Work Program (UPWP) budget and all approved budgets and management reports under Federal or State grant contracts with the TPO. The UPWP shall be prepared by the TPO support Staff in cooperation

with all related State and Federal agencies and TPO committees in accordance with the rules and regulations governing the TPO and shall be subject to the approval of the TPO Governing Board before submittal to State or Federal Agencies.

- 3. Cost Allocation. The TPO shall be responsible for all direct and indirect costs of services provided by the COUNTY. A Cost Allocation Plan will be maintained and updated to identify the costs to the TPO for the use of COUNTY facilities, resources and staff services during each fiscal year. A cost allocation rate will be monitored by the Budget Office of the Clerk of the Circuit Court to specifically reflect the TPO organizational needs and staff size, including occupation of office space at the Marion County Growth Services Building.
- 4. TPO Director. The TPO Director shall be selected by the TPO Governing Board. Pursuant to Section 339.715(6)(g) Florida Statues, the TPO Director shall report directly to the TPO Governing Board for all matters relating to the administration and operation of the TPO. The County Administrator shall serve as a resource to assist the TPO Director in the execution of the TPO's operations and priorities. The TPO Director shall be responsible for the development of an appropriate organizational structure to carry out the responsibilities set forth in this Agreement, development of procedures to monitor and coordinate the planning process, as well as the overall administration of TPO programs. Addition of new personnel shall be subject to approval of the TPO Governing Board. The TPO chairman and his/her designee shall be responsible for the annual performance evaluation of the TPO Director using the standard COUNTY performance evaluation process.
- 5. **TPO Personnel.** The TPO Director shall be responsible for full oversight and supervision of TPO support staff. Subject to TPO Governing Board approval and within the existing COUNTY's Job Classifications Plan, the TPO Director responsibilities include adding or deleting staff or staff positions, adjusting responsibilities and salaries, and to recommend through the COUNTY HR department when to hire, terminate, discipline or suspend personnel in accordance with the rules and procedures established in the COUNTY's Employee Handbook. TPO support staff, as COUNTY employees, shall abide by the COUNTY's Employee Handbook. When the TPO Governing Board approves TPO personnel changes, all records shall be submitted to the COUNTY for documentation purposes only and no further action shall be necessary by the COUNTY.
 - 5.1 The TPO Director shall be responsible for submitting all the necessary information to establish job descriptions and pay grades within the COUNTY's Job Classification Plan for TPO positions. Each pay grade will define a minimum, mid-point and a maximum for the position. The TPO Director shall be responsible for coordinating with Marion County Human Resources to determine the salary for new hires up to 75% of the paygrade range in accordance with the rules and procedures established in the COUNTY's Employee Handbook.
- 7. <u>Legal Representation</u>. The TPO shall utilize the services of the COUNTY's attorney as needed. The TPO may employ special legal counsel for specific needs when it is deemed necessary.

9. Financial Administration

9.1 The records and accounts of the TPO including receipts, expenditures and deposits shall be administered by the TPO support staff with final processing of such by the COUNTY. The COUNTY shall include TPO revenues and expenditures in the COUNTY budget, and will authorize the Marion County Clerk of the Circuit Court

- without further action by the COUNTY to pay expenses from the appropriated funds subject to reimbursement, subject to meeting all appropriate State and Federal Regulations.
- 9.2 Contracts and bids for the purchase of materials and services shall be in accordance with COUNTY procedures for the same purposes. The TPO shall follow the County Procurement process for all contracts and bids. The TPO Director and TPO Governing Board shall review and approve all Requests for Proposals (RFP) and subsequent contracts. Subject to meeting all appropriate State and Federal Regulations, when the TPO Governing Board approves a contract or bid, all records shall be submitted to the COUNTY for documentation purposes only and no further action shall be necessary by the COUNTY.
- 10. Asset Management. All equipment and supplies purchased by the TPO with federal funding are the property of the TPO. The TPO will maintain a property inventory per federal regulations [C.F.R.200.313(d)], and update at least once every two years. Any disposition of TPO property with assistance or support by the COUNTY must be approved by the TPO and in accordance with federal regulation outlined in 2 C.F.R.200.313(3).
- 11. <u>Training.</u> Pursuant to Section 339.715(6)(h) Florida Statues, the TPO shall provide training opportunities and training funds specifically for local elected officials and others who serve on the TPO Governing Board. These training opportunities may be conducted by the TPO or through statewide and federal training programs and initiative that are specifically designed to meet the needs of TPO Governing Board members.
- 12. <u>Travel.</u> All travel by TPO personnel and Governing Board members shall be approved by the TPO Director. All travel by the TPO Director shall be approved by the TPO Board. All travel expenses shall be paid consistent with the provisions of Section 112.061, Florida Statues. The TPO shall pay all Class "C" travel expenses, as defined in Section 112.061, in accordance with the policies established in the UPWP. The COUNTY shall have no function or responsibility with respect to the approval of travel of any TPO staff or Governing Board members.
 - 12.1 Each year the TPO Governing Board shall follow the per diem rates outlined in the TPO Travel Policy as part of the annual UPWP process.
- 13. Reimbursement to Marion County. The TPO hereby agrees that it shall reimburse the COUNTY for all services rendered under this Agreement as specified in the UPWP budget and all approved budgets under Federal or State grant contracts. The determination of eligible costs shall be in accordance with 23 CFR Section 420, Federal Management Circular (FMC) 74-4, as appropriate.
- 14. <u>Local Share.</u> The COUNTY will provide cash for the required match for Federal funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
- 15. <u>Invoices and Progress Reports</u>. The TPO shall provide to the FDOT or appropriate Federal agencies progress reports and an invoice for reimbursement for all Federal grants with FHWA and FTA. The progress reports and invoices shall be in sufficient detail for audit purposes.
- 16. **Payment.** Payment to the COUNTY of any and all monies by the TPO is contingent upon the TPO first receiving the funds for the work tasks from the FDOT, FHWA, or FTA.

- 17. <u>Information and Reports.</u> The TPO will provide all required information and reports and will permit access to its books, records, accounts, and other sources of information, and its facilities as may be determined by FDOT, FHWA, or FTA to be pertinent to ascertain compliance with such regulations, orders and instructions. The TPO shall adhere to Chapter 119 Florida Statutes regarding public records. Where any information required of the TPO is in the exclusive possession of another who fails or refuses to furnish this information, the TPO shall certify to FDOT, FHWA, or FTA as appropriate, and shall set forth what efforts it has made to obtain the information.
- 18. <u>Amendment of Agreement.</u> The COUNTY and the TPO may, upon initiation of either party, amend this Agreement to cure any ambiguity, defect, omission or to grant any additional powers, or to confer additional duties which are consistent with the intent and purpose of this Agreement subject to formal approval by resolution of each party.
- 19. <u>Effective Date and Term.</u> This Agreement shall become effective on January 28, 2020 upon approval by the TPO and the Marion County Board of County Commission and remain in effect for a period of five years. At that time, the TPO shall review this Agreement to determine if any changes are warranted.
- 20. <u>Termination</u>. Either party may terminate this Agreement by providing written notice of intent to terminate to the other party at least ninety (90) days prior to the then current fiscal year; provided, that financial commitments made prior to termination are effective and binding for their full term and amount regardless of termination. The effective date of any termination shall be the end of the then current fiscal year, unless both parties agree to an alternative date of termination.

MARION COUNTY BOARD OF COUNTY COMMISSIONERS

By: Cathy Dujo

ATTEST:

David R. Ellspermann, Marion County Clerk of the Circuit Court

Approved as to form and legality

Mathew G. Minter, County Attorney

OCALA / MARION COUNTY TRANSPORTATION PLANNING

ORGANIZATION

Jeff Gold, TPO Chair

EST: 🏒

TPO Director

NORTH CENTRAL FLORIDA RECEIVED

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REGIONAL PLANNING TERL OCAL AGREEMENT FOR CREATION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

RECITALS

WHEREAS, the Federal Government, under the authority of 23 United States Code 134 and 49 United States Code 5303, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area, and further requires the State Transportation Agency and the metropolitan area to enter into an Agreement clearly identifying the responsibilities of each party for cooperatively carrying out such transportation planning; and

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

WHEREAS, 23 United States Code 134, as amended by the Intermodal Surface Transportation Efficiency Act of 1991 and the Transportation Equity Act for the Twenty-first Century (Public Law 105-178, 112 Stat. 107), 49 United States Code 5303-5307, 23 Code of Federal Regulations 450.306, and Section 339.175, Florida Statutes, provide for the creation of the Metropolitan Transportation Planning Organization to develop transportation plans and programs for metropolitan areas; and

WHEREAS, pursuant to 23 United States Code 134(b), 49 United States Code 5303, 23 Code of Federal Regulations 450.306(a), and Section 339.175, Florida Statutes, a determination has been made by the Governor and units of general purpose local government representing at least 75 percent of the affected population (including the central city or cities) in the metropolitan area to designate a Metropolitan Transportation Planning Organization; and

WHEREAS, pursuant to Section 339.175(3), Florida Statutes, by letter to the Metropolitan Transportation Planning Organization dated January 16, 2004, the Governor has agreed to the apportionment plan of the members of the proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as set forth in this Agreement; and

WHEREAS, pursuant to 23 Code of Federal Regulations 450.306(c), and Section 339.175(1)(b), Florida Statutes, an interlocal agreement must be entered into by the Department and the governmental entities designated by the Governor for membership on the Metropolitan Transportation Planning Organization; and

1N01NUMEN! # 20/1310 12 F00 2004 SEP 14 12:20 PM BK 2992 PG 884 J. K. "BUDDY" IRBY

CLERK OF CIRCUIT COURT ALACHUA COUNTY,FLORIDA CLERK18 Receipt#206128

INSTRUMENT # 2071518 12 PGS

WHEREAS, the interlocal agreement is required to create the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and delineate the provisions for operation of the Metropolitan Transportation Planning Organization; and

WHEREAS, the undersigned parties have determined that this Interlocal Agreement satisfies the requirements of, and is consistent with, Section 339.175(1)(b), Florida Statutes; and

WHEREAS, pursuant to Section 339.175(1)(b), Florida Statutes, the interlocal agreement must be consistent with statutory requirements set forth in Section 163.01, Florida Statutes, relating to interlocal agreements; and

WHEREAS, the undersigned parties have determined that this Interlocal Agreement is consistent with the requirements of Section 163.01, Florida Statutes.

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

ARTICLE 1 RECITALS; DEFINITIONS

Section 1.01. <u>Recitals</u>. Each and all of the foregoing recitals are hereby incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

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

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

Department shall mean and refer to the Florida Department of Transportation, an agency of the State of Florida created pursuant to Section 20.23, Florida Statutes.

FAA means and refers to the Federal Aviation Administration.

FHWA means and refers to the Federal Highway Administration.

FTA means and refers to the Federal Transit Administration.

Long-Range Transportation Plan is the 20-year plan which: identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities, indicates proposed transportation enhancement activities; and in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by 23 USC Section 134(g), 23 CFR Section 450.322, Section 339.175(6), Florida Statutes.

Metropolitan Area means and refers to the planning area as delineated by the Metropolitan Transportation Planning Organization for the urbanized area containing at least a population of 50,000 as described in 23 U.S.C. 134(b)(1), 49 U.S.C. Section 5303(c)(1) and Section 339.175, Florida Statutes, which shall be subject to the Metropolitan Transportation Planning Organization's planning authority. The attached Map 1 shows the boundary of the

metropolitan area.

MTPO means and refers to the Métropolitan Transportation Planning Organization for the Gainesville Urbanized Area formed pursuant to this Agreement [this is the organization fulfilling the requirements of metropolitan planning organizations (MPOs) pursuant to federal and state law].

Transportation Improvement Program (TIP) is the staged multi-year program of transportation improvement projects developed by the Metropolitan Transportation Planning Organization consistent with the Long-Range Transportation Plan and developed pursuant to title 23 United States Code 134(h), 49 United States Code 5304, 23 Code of Federal Regulations 450.324 and Section 339.175, Florida Statutes.

Unified Planning Work Program (UPWP) is the annual program, developed in cooperation with the Department and public transportation providers, that lists all planning tasks to be undertaken during a program year, together with a complete description thereof and an estimated budget, all as required by 23 CFR 450.314, and Section 339.175(8), Florida Statutes.

ARTICLE 2 PURPOSE

- Section 2.01. <u>General Purpose</u>. The purpose of this Agreement is to establish the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area:
- (a) To assist in the development of transportation systems embracing various modes of transportation in a manner that will maximize the mobility of people and goods within and through this metropolitan area of this state and minimize, to the maximum extent feasible, for transportation-related fuel consumption and air pollution;
- (b) To develop transportation plans and programs, in cooperation with the Department, which plans and programs provide for the development of transportation facilities that will function as multi-modal and an intermodal transportation system for the metropolitan area;
- (c) To implement and ensure a continuing, cooperative and comprehensive transportation planning process that results in coordinated plans and programs consistent with the comprehensively planned development of this affected metropolitan area in cooperation with the Department;
- (d) To assure eligibility for the receipt of Federal capital and operating assistance pursuant to 23 U.S.C. 34 and 49 U.S.C. 5303, 5304, 5305 and 5306; and
- (e) To carry out the metropolitan transportation planning process, in cooperation with the Department, as required by 23 U.S.C. 134 and 49 U.S.C. 5303, 5304, 5305 and 5306; 23 CFR 420 and 450, and 49 CFR Part 613, Subpart A: and consistent with Chapter 339, Florida Statutes, and other applicable state and local laws.

Section 2.02. <u>Major MTPO Responsibilities</u>. The MTPO is intended to be a forum for cooperative decision making by officials of the governmental entities which are party to this Agreement in the development of transportation-related plans and programs, including but not limited to:

- (a) The Long-range Transportation Plan;
- (b) The Transportation Improvement Program; INSTRUCT # 2071518
 - 12 PGS
- (c) The Unified Planning Work Program;
- (d) A congestion management system for the metropolitan area as required by state or federal law;
- (e) Assisting the Department in mapping transportation planning boundaries required by state or federal law;
- (f) Assisting the Department in performing its duties relating to access management, functional classification of roads and data collection; and
- (g) Performing such other tasks presently or hereafter required by state or federal law.

Section 2.03. MTPO decisions coordinated with FDOT and consistent with comprehensive plans. Chapter 334, Florida Statutes, grants the broad authority for the Department's role in transportation. Section 334.044, Florida Statutes, shows the legislative intent that the Department shall be responsible for coordinating the planning of a safe, viable and balanced state transportation system serving all regions of the State. Section 339.155, Florida Statutes, requires the Department to develop a statewide transportation plan, which considers, to the maximum extent feasible, strategic regional policy plans, MTPO plans and approved local government comprehensive plans. Section 339.175, Florida Statutes, specifies the authority and responsibility of the MTPO and the Department in the management of a continuing, cooperative and comprehensive transportation planning process for the metropolitan area.

In fulfillment of this purpose and in the exercise of the various powers granted by Chapters 334 and 339, Florida Statutes, the Department and all parties to this Agreement acknowledge that the provisions of the Local Government Comprehensive Planning and Land Development Regulation Act, Sections 163.3161-3215, Florida Statutes, are applicable to this Agreement. The parties to this Agreement shall take particular care that the planning processes and planning integrity of local governments as set forth in aforementioned law shall not be infringed upon.

INSTRUMENT # 2071518

ARTICLE 3 MTPO ORGANIZATION AND CREATION

- Section 3.01. <u>Establishment of the MTPO</u>. The Metropolitan Planning Organization for the metropolitan area as described in the membership apportionment plan approved by the Governor is hereby created and established pursuant to the Agreement to carry out the purposes and functions set forth in Articles 2 and 5. The legal name of this Metropolitan Planning Organization shall be the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
- Section 3.02. MTPO to operate pursuant to law. In the event that any election, referendum, approval, permit, notice, other proceeding or authorization is required under applicable law to undertake any power, duty or responsibility hereunder, or to observe, assume or carry out any of the provisions of this Agreement, the MTPO will, to the extent of its legal capacity, comply with all applicable laws and requirements.
- Section 3.03. Governing board to act as policy-making body of MTPO. The governing board established pursuant to Section 4.01 of this Agreement shall be the policy-making body forum of the MTPO responsible for cooperative decision-making of actions taken by the MTPO. The governing board is the policy-making body that is the forum for cooperative decision-making and will be taking the required approval action as the MTPO.
- Section 3.04. <u>Submission of proceedings; Contracts and other documents</u>. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, Florida Statutes, the parties shall submit to each other such data, reports, records, contracts and other documents relating to its performance as a metropolitan planning organization as is requested. Charges are to be in accordance with Chapter 119, Florida Statutes.
- Section 3.05. <u>Rights of review</u>. All parties to this Agreement, and the affected Federal funding agency (i.e., FHWA, FTA and FAA) shall have the rights of technical review and comment of MTPO projects.

ARTICLE 4 COMPOSITION; MEMBERSHIP; TERMS OF OFFICE

- Section 4.01. <u>Composition and membership of governing board</u>: The membership of the MTPO shall consist of 12 voting representatives and three non-voting representatives.
- (a) <u>Voting Members</u>: The names of the member local governmental entities and the voting apportionment of the governing board as approved by the Governor shall be as follows:
 - 1. The five (5) members of the Board of County Commissioners of Alachua County, Florida.
 - 2. The Mayor and the remaining six (6) members of the City Commission of the City of Gainesville, Florida.
- (b) <u>Nonvoting Members</u>: In addition to the voting members, the MTPO shall consist of one representative from the Florida Department of Transportation, one representative from the University of Florida and one rural advisor representative from the Alachua County League of Cities who have nonvoting status.

- (c) In no event shall the county commission representatives constitute less than one-third of the total number of representatives on the MTPO.
- Section 4.02. <u>Terms</u>. The membership of elected officials as voting members of the MTPO shall coincide with their respective elected terms.
- Section 4.03. Voting Procedures. The concurring vote of a majority of the voting members present, including the concurring vote of at least a majority of those members present representing both the City Commission and at least a majority of those members present representing the County Commission, shall be necessary in order to adopt any measure to decide any question.

ARTICLE 5 AUTHORITIES, POWERS, DUTIES AND RESPONSIBILITIES

- Section 5.01. General authority. The MTPO shall have all authorities, powers and duties, enjoy all rights, privileges and immunities, exercise all responsibilities and perform all obligations necessary or appropriate to managing a continuing, cooperative and comprehensive transportation planning process as specified in Section 339.175(4) and (5), Florida Statutes.
- Section 5.02. <u>Specific authority and powers</u>. The MTPO shall have the following powers and authority:
- (a) As provided in Section 339.175(5)(g), Florida Statutes, the MTPO may employ personnel and/or may enter into contracts with local or state agencies and private planning or engineering firms to use the staff resources of local and/or state agencies;
- (b) As provided in Section 163.01(14), Florida Statutes, the MTPO may enter into contracts for the performance of service functions of public agencies;
- (c) As provided in Section 163.01(5)(j), Florida Statutes, the MTPO may acquire, own, operate, maintain, sell or lease real and personal property;
- (d) As provided in Section 163.01(5)(m), Florida Statutes, the MTPO may accept funds, grants, assistance, gifts or bequests from local, State and Federal resources;
- (e) The MTPO may promulgate rules to effectuate its powers, responsibilities and obligations enumerated herein; provided, that said rules do not supersede or conflict with applicable local and state laws, rules and regulations; and
- (f) The MTPO shall have such powers and authority as specifically provided in Sections 163.01 and 339.175, Florida Statutes, and as may otherwise be provided by federal or state law.

Section 5.03. <u>Duties and responsibilities</u>. The MTPO shall have the following duties and responsibilities:

- (a) As provided in Section 339.175(5)(d), Florida Statutes, the MTPO shall create and appoint a technical advisory committee;
- (b) As provided in Section 339.175(5)(e), Florida Statutes, the MTPO shall create and appoint a citizens' advisory committee,
- (c) As provided in Section 163.01(5)(o), Florida Statutes, the MTPO membership shall be jointly and severally liable for liabilities, and the MTPO may respond to such liabilities through the purchase of insurance or bonds, the retention of legal counsel and, as appropriate, the approval of settlements of claims by its governing board;
- (d) As provided in Section 339.175(8), Florida Statutes, the MTPO shall establish a budget which shall operate on a fiscal year basis consistent with any requirements of the Unified Planning Work Program;
- (e) The MTPO, in cooperation with the Department, shall carry out the metropolitan transportation planning process as required by 23 CFR Parts 420 and 450, and 49 CFR Part 613, Subpart A, and consistent with Chapter 339, Florida Statutes, and other applicable state and local laws:
- (f) As provided in Section 339.175(9)(a), Florida Statutes, the MTPO shall enter into agreements with the Department, operators of public transportation systems and the metropolitan and regional intergovernmental coordination and review agencies serving the metropolitan area. These agreements will prescribe the cooperative manner in which the transportation planning process will be coordinated and included in the comprehensively planned development of the area;
 - (g) Prepare the Long-Range Transportation Plan;
- (h) In cooperation with the Department, prepare the Transportation Improvement Program;
- (i) In cooperation with the Department, prepare and annually update the Unified Planning Work Program;
 - (j) Prepare a congestion management system for the metropolitan area;
- (k) Assist the Department in mapping transportation planning boundaries required by state or federal law;
- (l) Assist the Department in performing its duties relating to access management, functional classification of roads, and data collection;
 - (m) Perform such other tasks presently or hereafter required by state or federal law;
- (n) Execute certifications and agreements necessary to comply with state or federal law; and
 - (o) Adopt operating rules and procedures.

ARTICLE 6 FUNDING; INVENTORY REPORT; RECORD-KEEPING

Section 6.01. <u>Funding</u>. The Department shall allocate to the MTPO for its performance of its transportation planning and programming duties, an appropriate amount of federal transportation planning funds.

Section 6.02. <u>Inventory report</u>. The MTPO agrees to inventory, to maintain records of and to insure proper use, control and disposal of all nonexpendable tangible property acquired pursuant to funding under this Agreement. This shall be done in accordance with the requirements of 23 CFR Part 420, Subpart A, 49 CFR Part 18, Subpart C, and all other applicable federal regulations.

Section 6.03. Record-keeping and document retention. The Department and the MTPO shall prepare and retain all records in accordance with the federal and state requirements, including but not limited to 23 CFR Part 420, Subpart A, 49 CFR Part 18, Subpart C, 49 CFR 18.42 and Chapter 119, Florida Statutes.

ARTICLE 7 MISCELLANEOUS PROVISIONS

Section 7.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 7.02. <u>Amendment of Agreement</u>. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties here to with the same formalities as the original Agreement. No amendment may alter the <u>membership</u> apportionment <u>plan</u> or jurisdictional boundaries of the MTPO without approval by the Governor.

Section 7.03. <u>Duration</u>. This Agreement shall remain in effect until terminated by the parties to this Agreement; provided, however, that by no later than ten years after the effective date of this Interlocal Agreement, and at least every ten years thereafter, the Governor shall examine the composition of the MTPO membership and reapportion it as necessary to comply with Section 339.175, Florida Statutes, as appropriate. During examination of the MTPO apportionment every ten years by the Governor, this Agreement shall be reviewed by the MTPO and the Department to confirm the validity of the contents and to recommend amendments, if any, that are required.

Section 7.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be addressed as follows:

Florida Department of Transportation 605 Suwannee Street Tallahassee, FL 32399-0450

INSTRUMENT # 2071518

Alachua County Board of County Commissioners P.O. Box 2877 Gainesville, FL 32602

City of Gainesville Commission P.O. Box 490 Gainesville, FL 32602

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

Section 7.05. Interpretation.

- (a) <u>Drafters of Agreement</u>. The Department and the members of the MTPO were each represented by, or afforded the opportunity for representation by, legal counsel and participated in the drafting of this Agreement and in choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.
- (b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgement, court order or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.
- (c) <u>Rules of construction</u>. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:
 - 1. The singular of any word or term includes the plural;
 - 2. The masculine gender includes the feminine gender; and
 - 3. The word "shall" is mandatory, and "may" is permissive.

Section 7.06. Enforcement by parties hereto. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney's fees in connection with such proceeding.

Section 7.07. <u>Agreement execution; Use of counterpart signature pages</u>. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 7.08. Effective date; Cost of recordation.

- (a) <u>Effective date</u>. This Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of Alachua County. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court of Alachua County.
- (b) <u>Recordation</u>. The MTPO hereby agrees to pay for any costs of recordation or filing of this Agreement in the Office of the Clerk of the Circuit Court of Alachua County. The recorded or filed original hereof, or any amendment, shall be returned to the MTPO for filing in its records.
- Section 7.09. Supersedes Prior Agreement. This interlocal agreement supersedes and replaces the prior interlocal agreement between the parties hereto, executed December 12, 1979.

INSTRUMENT # 2071518 12 PGS IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the above designated MTPO.

Signed, Sealed and Delivered in the presence of:

CC10

BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA

APPROVED AS TO FORM LEGALITY:

David Wagner, County Attorney

CITY COMMISSION GAINESVILLE, FLORIDA

APPROVED AS TO FORM LEGALITY:

JUL 13 2004

FLORIDA DEPARTMENT OF TRANSPORTATION

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District General Counsel

Source: Future Land Use Map 2020 - Alachua County, Florida dated July 15, 2003

AGREEMENT FOR PROFESSIONAL STAFF SERVICES BY AND BETWEEN THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AND THE

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

THIS AGREEMENT is entered into this <u>28th</u> day of October 2021, by and between the North Central Florida Regional Planning Council (hereinafter referred to as the Council) and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, (hereinafter referred to as the Metropolitan Transportation Planning Organization).

WITNESSETH:

WHEREAS, Rules of the Federal Highway Administration, Title 23 Code of Federal Regulations Part 450, and the Federal Transit Administration, Title 49 Code of Federal Regulations Part 613, and Section 339.175, Florida Statutes provide for the designation of a metropolitan planning organization for each urbanized area within each state, by the Governor of each state;

WHEREAS, the Governor of Florida has designated the Metropolitan Transportation Planning Organization as the metropolitan planning organization for the Gainesville Urbanized Area;

WHEREAS, the Council, which is organized and existing under and by virtue of the provisions of Section 163.01, Florida Statutes, has the power to make and enter into all contracts and agreements necessary or incidental to the performance of its duties and the execution of its powers under Section 163.01, Florida Statutes;

WHEREAS, the Council has in the past, provided the primary staff and technical support for the transportation planning process in the Gainesville Urbanized Area, and presently maintains professional staff to perform such administrative and technical support;

WHEREAS, the Federal Government, under authority of Title 23 United States Code Section 134 and Title 49 United States Code Section 5305, requires that each urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

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

NOW, THEREFORE, in consideration of the mutual covenants, promises and representation herein set forth, the parties do hereby agree, as follows:

I. PURPOSE

The purpose of this Agreement is to set forth the responsibilities of the Council and the Metropolitan Transportation Planning Organization in performing the professional staff planning functions relative to the transportation planning process for the Gainesville Urbanized Area, and to describe the cooperative procedures under which planning and programming will be carried out.

II. THE PROJECT

The project is defined as the continuing, cooperative and comprehensive transportation planning process for the Gainesville Urbanized Area including the programming of transportation modifications for such area.

III. TECHNICAL RESPONSIBILITIES

- A. The Council, as staff for the Metropolitan Transportation Planning Organization, shall provide professional, technical and administrative assistance in the development of transportation plans and programs which shall include, but not be limited to the following:
 - 1. A Unified Work Program as required by Title 23 Code of Federal Regulations Section 450.308 (b) and (c);
 - 2. A Transportation Plan addressing no less than a 20-year planning horizon, as required by Title 23 Code of Federal Regulations Section 450.322;
 - 3. An annually updated Transportation Improvement Program as required by Title 23 Code of Federal Regulations Section 450.324; and
 - 4. An annually updated List of Priority Projects as required by Section 339.175(8)(a), Florida Statutes.
- B. The Council shall submit all plans and programs developed under Section III. A. above, to appropriate agencies as directed by the Metropolitan Transportation Planning Organization in order that said plans and programs will be properly adopted and approved.
- C. The Council will maintain files of all plans and programs developed under Section III. A. above.
- D. The Council shall be responsible for providing staff support and coordination for the Technical Advisory Committee and submit plans and programs developed in Section III. A. to said Technical Advisory Committee as directed by the Metropolitan Transportation Planning Organization.
- E. The Council shall be responsible for developing and using a documented participation plan as approved by the Metropolitan Transportation Planning Organization that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

IV. ADMINISTRATIVE RESPONSIBILITIES

- A. Pursuant to Section 339.175 (6) (g), Florida Statutes, the Executive Director of the Council shall serve as the Executive Director of the Metropolitan Transportation Planning Organization. The Executive Director of the Council, serving as the Executive Director of the Metropolitan Transportation Planning Organization, shall report directly to the Metropolitan Transportation Planning Organization governing board for all matters regarding the administration and operation of the Metropolitan Transportation Planning Organization.
- B. The Council shall maintain all files for the Metropolitan Transportation Planning Organization and committees, subcommittees and ad-hoc committees created by the Metropolitan Transportation Planning Organization. These files may include the following:
 - 1. All correspondence;
 - 2. All contracts;
 - All meeting minutes;
 - 4. Membership roster and mailing addresses;
 - 5. Metropolitan Transportation Planning Organization bylaws; and
 - 6. All accounting/bookkeeping records.
- C. The Council shall be responsible for arranging all meetings of the Metropolitan Transportation Planning Organization and its related committees to include the following:
 - 1. Preparation and mailing of all meeting notices and agendas to all appropriate persons;
 - 2. Recording the proceedings of all meetings of the Metropolitan Transportation Planning Organization and its related committees, preparing minutes and mailing such minutes out to Metropolitan Transportation Planning Organization members prior to succeeding meetings; and
 - 3. Mailing out all other information pertinent to the transportation planning process.
- D. The Council shall be responsible for performing, on behalf of the Metropolitan Transportation Planning Organization, the financial accounting, bookkeeping and grants management required by the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation to include the following:
 - 1. Preparation of planning grant applications;
 - 2. Planning grant administration;
 - 3. Financial cost control including bookkeeping, recording, timesheets, invoicing and payment of bills;
 - 4. All progress reporting required by Federal Highway Administration, Federal Transit Administration and the Florida Department of Transportation;
 - 5. Arranging required public hearings;
 - 6. Developing all required contracts and agreements subject to review as to legal form and sufficiency by the Metropolitan Transportation Planning Organization attorney; and

- 7. At the direction of the Metropolitan Transportation Planning Organization, obtain a year end audit of all Metropolitan Transportation Planning Organization funding by an independent auditor and present these audit findings to the Metropolitan Transportation Planning Organization.
- E. At the direction of the Metropolitan Transportation Planning Organization, the Council shall direct and cooperate with any consultants hired by the Metropolitan Transportation Planning Organization.
- F. The Council may subcontract work, as required with the approval of the Metropolitan Transportation Planning Organization.

V. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION RESPONSIBILITIES

- A. The Metropolitan Transportation Planning Organization shall annually provide the required funds to meet staffing costs of the Council as documented in the Unified Work Program referenced in Section III. A. of this Agreement.
- B. The Metropolitan Transportation Planning Organization shall be the recipient of funds authorized by Title 23 United States Code Section 104(f) and those planning funds authorized by Title 49 United States Code Section 5305.
- C. The Metropolitan Transportation Planning Organization agrees to utilize the professional staff of the Council, but it may also utilize City or County legal services with the consent of the governing body involved.
- D. The Metropolitan Transportation Planning Organization agrees that the Executive Director of the Council shall be the spokesperson for the Council professional staff and shall have complete control over the hiring/terminating of said Council professional staff.
- E. The Metropolitan Transportation Planning Organization agrees that the Executive Director of the Council shall annually prepare the Metropolitan Transportation Planning Organization budget for the fiscal year ending September 30 and shall submit such budget to the Metropolitan Transportation Planning Organization for review and approval.

VI. METHOD OF PAYMENT

The Council may submit invoices to the Metropolitan Transportation Planning Organization for work completed on a monthly basis. Subject to receipt of an invoice from the Council, the Metropolitan Transportation Planning Organization will pay the Council within thirty (30) days of receiving such invoice from the Council; provided however, payment for services funded with either Federal Highway Administration, Federal Transit Administration or Florida Department of Transportation funds shall be contingent upon the Metropolitan Transportation Planning Organization receiving such funds. Furthermore, the Metropolitan Transportation Planning Organization will pay the Council within thirty (30) days of receipt of such funds by the Metropolitan Transportation Planning Organization.

VII. DURATION OF AGREEMENT AND TERMINATION WITHOUT CAUSE

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

VIII. AMENDMENT OF AGREEMENT

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

IX. STANDARD PROVISIONS

Subcontracting

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

B. Supplemental Agreements

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

C. Third Party Contracts

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

D. Default and Termination or Suspension

1. <u>Termination or Suspension Generally.</u> If the Council abandons or, before completion, finally discontinues the Project; or if for any other reason, the commencement, prosecution or timely completion of the Project by the Council is rendered improbable, infeasible, impossible or illegal, the Metropolitan Transportation Planning Organization may, by written notice to the Council, suspend any or all of its obligations under this Agreement until such time as the

event or condition resulting in such suspension has ceased or been corrected, or the Metropolitan Transportation Planning Organization may terminate any or all of its obligations under this Agreement.

- 2. Action Subsequent to Notice of Termination or Suspension. Upon receipt of any final termination notice under this Section, the Council shall proceed promptly to carry out the actions required therein which may include any or all of the following:
 - (1) necessary action to terminate or suspend, as the case may be, Project activities and contracts and such other actions as may be required or desirable to keep to the minimum the costs upon the basis of which the financing is to be computed; and
 - (2) furnish a statement of the status of the Project activities and of the Project Account as well as a proposed schedule, plan and budget for terminating or suspending and closing out Project activities and contracts, and other undertakings, the cost of which are otherwise includable as Project costs.

The closing out shall be carried out in conformity with the latest schedule, plan and budget as approved by the Metropolitan Transportation Planning Organization or upon the basis of terms and conditions imposed by the Metropolitan Transportation Planning Organization upon the failure of the Council to furnish the schedule, plan and budget within a reasonable time. The acceptance of a remittance by the Council or the closing of Federal financial participation in the Project shall not constitute a waiver of any claim which the Metropolitan Transportation Planning Organization may otherwise have arising out of this Agreement.

E. Audit and Inspection of Records

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

mean during normal business hours of 8:00 a.m. to 5:00 p.m. on Monday through Friday. "Agents" shall include, but not be limited to, auditors retained by the Metropolitan Transportation Planning Organization, the Federal Highway Administration, Federal Transit Administration and the Florida Department of Transportation.

F. Equipment

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

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

This Agreement is subject to all applicable requirements of the 2 Code of Federal Regulations Part 200 Subpart E Cost Principles, relative to approval of travel, report publication provisions, rental of space or equipment, and indirect costs. All reports published by the Metropolitan Transportation Planning Organization or Council which were funded wholly or in part by Title 23 United States Code Section 134 or Title 49 United States Code Section 5305 funds shall contain the credit "The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, United States Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

H. Nondiscrimination

- 1. <u>Compliance with Regulations.</u> The Council shall comply with the regulations of the U.S. Department of Transportation relative to the nondiscrimination in federally-assisted programs of the U.S. Department of Transportation (Title 49 Code of Federal Regulations Part 21, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- 2. Nondiscrimination. The Council, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the grounds of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity in the selection and retention of subcontractors, including procurements of material and leases of equipment. The Council will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers the program set forth in Appendix B of the Regulations.

- 3. Solicitations for Subcontractors, Including Procurements of Materials and Equipment. In all solicitations made by competitive bidding or negotiation made by the Council for work to be performed under a subcontract, including procurements of materials and leases of equipment, each potential subcontractor, supplier or lessor shall be notified by the Council of obligations under this Agreement and the Regulations relative to nondiscrimination of the grounds of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity.
- 4. <u>Information and Reports.</u> The Council will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the Florida Department of Transportation, Federal Highway Administration or Federal Transit Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the Council is in the exclusive possession of another who fails or refuses to furnish this information, the Council shall certify to the Florida Department of Transportation, Federal Highway Administration or Federal Transit Administration, as appropriate, and shall set forth what efforts it has made to obtain the information.
- 5. Sanctions of Noncompliance. In the event of the Council's noncompliance with the nondiscrimination provisions of this Agreement, the Metropolitan Transportation Planning Organization shall impose such sanctions as it may determine to be appropriate, including, but not limited to, withholding of payments to the Council under this Agreement until the Council complies; and/or cancellation, termination or suspension of this Agreement, in whole or in part.
- 6. Incorporation of Provisions. The Council will include the provisions of Paragraphs 1. through 4. in every subcontract, including procurement of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. The Council will take such action with respect to any subcontractor or procurement as the Florida Department of Transportation, Federal Highway Administration or Federal Transit Administration may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however that, in the event the Council becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Council may request the State to enter into such litigation to protect the interests of the State, and, in addition, may request the United States to enter into such litigation to protect the interests of the United States.

I. Training

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

J. Prohibited Interests

The Council shall insert in all contracts entered into in connection with the Project or any property included or planning to be included in any Project, and shall require its contractors to insert in each of their subcontracts, the following provision:

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

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

X. AGREEMENT SUBJECT TO JOINT PARTICIPATION AGREEMENT

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

XI. LIABILITY

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

XII. ASSIGNABILITY

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

XIII. REPRESENTATIVES FOR THE PARTIES

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

XIV. VENUE AND JURISDICTION FOR LITIGATION BETWEEN PARTIES

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

XV. COMPLETE CONTRACT

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

XVI. PREVIOUS AGREEMENT SUPERSEDED

Upon execution by both parties, this Agreement shall supersede the North Central Florida Regional Planning Council Contract for Professional Staff Services between the Metropolitan Transportation Planning Organization and the Council dated October 27, 2016.

XVII. EFFECTIVE DATE

This Agreement is effective on the 1st day of November 2021

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their undersigned officials as duly authorized on the date first above written.

ATTEST:

SEAL.

Scott R. Koons Executive Director

ATTESTA

Mary Alford / Secretary-Treasurer

APPROVED AS TO FORM

Sylvia Torres

Metropolitan Transportation Planning Organization Attorney NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Thomas Demps

Chair

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Charles S. Chestnut IV

Chair

Jonathan F. Wershow Council Attorney

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Gainesville MTPO TMA Designation & Operational Considerations for TMA Certification

Introduction

Every 10 years, the US Decennial Census confirms existing urbanized areas (UZA) and identifies new urbanized areas, triggering updates for Metropolitan Planning Organizations in order for them to remain in compliance with 23 USC 134 Metropolitan Transportation Planning. Based on the 2020 Decennial Census, the Gainesville urbanized area population on April 1, 2020, was at 213,748, and published in Federal Register Notice 88 FR 36637 (Federal Register :: Designation of Transportation Management Areas) by US DOT (FHWA and FTA) on June 5, 2023, designating the Gainesville UZA a Transportation Management Area (TMA) with a population over 200,000. Following the census, all existing Metropolitan Planning Organizations (MPO) across the nation are required to evaluate governing board representation, planning responsibilities, and changes to federal aid eligibility associated with updated urbanized boundaries. The new TMA designation for the Gainesville MTPO (MPO for the Gainesville Urbanized Area) requires additional planning products and updates to process for compliance with 23 CFR Part 450 and must now receive certification from the Federal Highway Administration (FHWA) & the Federal Transit Administration (FTA) every four years.

Background

The Gainesville MTPO currently resides within the North Central Florida Regional Planning Council and has operated effectively with a staff of three for more than 30 years. The new responsibilities included with the TMA designation will require the MTPO Board to consider operational changes to continue operating as an effective MPO and to prepare for Federal TMA certification before June 5, 2027.

The following information provides a summary of research conducted on the size, structure, and operations of MPOs from the US DOT 2017 study, and offers a comparison of the Gainesville MTPO operations with five peer TMA MPOs in Florida with similar for Governing Board to consider with their transition. This White Paper addresses key issues related to MPO staffing and operations, planning activities, and governance considerations.

The US Department of Transportation, with assistance from the Center of Urban Transportation Research (CUTR) at the University of South Florida published a report in 2017 reporting the survey results for the staffing and operations from nearly 400 MPOs across the nation (MPO Staffing and Organizational Structures - October 2017 (dot.gov)) covering all aspects of MPOs staffing and operations. Florida has 27 MPOs, all of which operate differently, but following the same statewide guidance from the MPO Program Management Handbook.

MPO Staff & Operations

Federal law does not identify or recommend a staff size or structure to operate an MPO, the only requirement is for an Executive or Staff director to oversee the Federal Metropolitan Transportation Planning Process for the MPO governing board (23 USC 134 - Metropolitan transportation planning (govregs.com).

Staffing

The staff size and UPWP budget for the peer MPOs are identified in **Table 1** for Fiscal Year 2022 / 2023, with MPOs (including the Gainesville MTPO) utilizing consultant services to complete the MPO activities.

Table 1. Florida Peer MPOs - Staff Size and MPO Structure

	Polk TPO	River 2 Sea TPO	Lee MPO	Capital Region TPO	Port St Lucie TPO	Average	Gainesville MTPO
Population	531,166	612,838	599,252	252,934	437,745	486,785	213,748
Total Staff	6	5	4	5	5	5	3
UPWP Total Funding	\$1,500,000	\$1,800,000	\$1,200,000	\$2,200,000	\$2,000,000	\$1,740,000	\$1,000,000
UPWP Consultant Total	\$490,000	\$735,000	\$600,000	\$1,250,000	\$1,200,000	\$850,000	\$830,000
Percentage (%) Budget for Consultants	33%	41% 。	50%	57%	60%	48%	83%

According to the 2017 national survey, MPOs over 200,000 reaching TMA status have an average of 7 staff (**Table 2**) to accomplish the Metropolitan Transportation Planning Process. The staff size and the staff specialization have a direct relationship to consulting activities the MPO may need to complete in their UPWP.

Table 2. Florida MPO Staff Statistics

Population in Planning Area	Full-Time Employees (Mean)	Total Employees (Mean)	Total Employees (Median)	Maximum Total Employees	Minimum Total Employees
Less than 100,000	1.9	3.4	3	8	1
100,000 to less than 200,000	4.1	5.5	5	20	1
200,000 to less than 500,000	7.3	9.8	8	46	3
500,000 to less than 1 million	11.3	13.4	12.5	28	4
1 million or more	31.7	36.4	25.5	105	9
All MPOs	8.4	10.5	3	105	

The Gainesville MTPO has the smallest staff size for an MPO, over 200,000. They currently use consultant support for staff augmentation to complete core products and fulfill specialized services (travel demand modeling, GIS, etc.).

Planning Activities

Collaboration and Coordination

To maintain the cooperative, coordinated, and comprehensive approach to Federal Transportation Planning, MPOs are responsible for the collaboration of transportation planning within the Metropolitan Planning Area (MPA). The collaboration activities from other MPOs are summarized in **Table 3**. The Gainesville MTPO should expect an increase in the collaboration with regional transportation agencies, local government partners, and a lot more public engagement activities for the planning and programming of TMA funds dedicated to the Gainesville MTPO.

Table 3. MPO Collaboration Type Involvement

Collaboration Type	Number	Percent with this Collaboration Type
Met with leadership on a regular basis	145	69.0%
Performed other joint planning tasks or projects	133	63.3%
Signed a memorandum of understanding or an inter-local agreement	120	57.1%
Jointly purchased data, software, hardware, or technical services	68	32.4%
Conducted joint air quality planning activities	63	30.0%
Conducted joint public involvement activities	57	27.1%
Developed a regional transportation plan	41	19.5%
Conducted Planning and Environmental Linkages Activities	36	17.1%
Developed a joint Metropolitan Transportation Plan/Long Range Transportation Plan	24	11.4%
Developed a joint Congestion Management Process (CMP)	19	9.0%
Other	37	17.6%

Planning Studies and Specialization

The Infrastructure Investment and Jobs Act (IIJA) included several emphasis areas for MPOs to include in the transportation planning activities, such as Complete Streets, Climate Change, Equity, and Sustainability for special studies. Larger MPOs and TMA MPOs typically employ more staff and specialized staff to provide Special Project studies unique to the region's specific transportation needs. As an example, the St. Lucie TPO is supporting their Urbanized Area with an Advanced Air Mobility (AAM) Airspace Feasibility and Planning Study and an Intermodal Station Feasibility Study (StLucieTPOFY2022-23 FY2023-24UPWPFINAL.pdf) supporting the Federal Planning Factor to integration and connectivity of the transportation system, across and between modes. Table 4 summarizes the staff specializations supporting MPOs across the nation.

Table 4. Staff Specializations

Specialization	Percent of MPOs with this Specialty on Staff	Median Staff Size of MPOs with this Specialization
GIS	43.2%	10
Bicycle and Pedestrian	35.0%	10
Transit	34.6%	8
Travel Demand Modeling	25.7%	14
Public Involvement	24.5%	11
Operations and Management	23.3%	7.5
Intergovernmental Relations	19.5%	12
Safety	16.7%	13
Freight	12.8%	20
Transportation Disadvantaged	10.9%	13
Air Quality	9.7%	15.5
Socio-Cultural Impacts	5.1%	22.5
Other	6.6%	9

Governance and Structure Considerations

Frequency of Governing Board Meetings

Federal law is also absent on the frequency a MPO Governing Board should convene during a calendar year. Identified and established within the bylaws, the MPO Governing Board needs to meet frequently enough to maintain the Federal Transportation Planning Process with programming Federal funds. The Transportation Improvement Program (TIP) is one of the more frequently maintained core documents, requiring amendments for consistency and project delivery. The Florida peer MPOs meet between 6 and 10 times a year, with an average of over 9 amendments to the TIP over that period. A majority of the MPOs across the nation meet monthly (10-11) times a year with December and/or July recess), to achieve the planning and programming responsibilities of a TMA.

Table 5. Florida Peer MPOs - Board Meeting Frequency

	Polk TPO	River 2 Sea TPO	Lee MPO	Capital Region TPO	Port St. Lucie TPO	Average	Gainesville MTPO
Population	531,166	612,838	599,252	252,934	437,745	486,785	213,748
Governing Board Meetings	6	10	8	7	8	7.8	6
TIP Amendments	13	10	8	8	8	9.4	-

Table 6. National MPO - Board Meeting Frequency

2010	2016

Frequency of Meeting	Number	Percent	Number	Percent
Monthly	72	54.1%	134	48.6%
Bimonthly	22	16.5%	40	14.5%
Quarterly	23	17.3%	59	21.4%
Bi-Annually	5	3.8%	3	1.1%
Other	11	8.3%	40	14.5%

The MTPO Governing Board meets bi-monthly or six times a year, where the other peer MPOs in Florida meet more frequently for the planning and programming of Federal TMA funding dedicated to the MTPO.

MPO Structure

Following the Census and Census Designation of TMA areas, MPOs often explore changes in their organizational structure, including their hosting arrangements. There are several types of structure arrangements for MPOs across the nation, from an all-in-one agency like the Gainesville MTPO currently has with the North Central Florida Regional Council to a fully independent free standing MPO like the peer MPOs in Florida. Table 7 summarizes the host status of MPOs across the nation, with a majority hosted by Regional Planning and/or Municipal Government.

Table 7. Florida MPO Host Statuses

3 54	Host Agency Type	Number	Percent of all Hosted MPOs	Percent of all MPOs
	Regional Council	73	38.6%	26.2%
	County Government	33	17.5%	11.8%
9	Municipal Government	67	35.4%	24.0%
2016	State DOT	2	1.1%	0.7%
	An independent authority	4	2.1%	1.4%
	Other	10	5.3%	3.6%
	Regional Council	34	37.4%	25.6%
	County Government	27	29.6%	20.3%
0	Municipal Government	26	28.5%	19.5%
2010	Modal Authority	2	2.2%	1.5%
	State DOT	1	1.1%	0.8%
	University	1	1.1%	0.8%

Other Considerations

Other considerations with a change in organizational structure:

- Board Meeting location and access the meeting location should be convenient and accessible to the public and the transportation disadvantaged including public transportation access.
- Executive / Staff Director The Governing Board will have to revise by-laws depending on if the host agency or the Governing Board is responsible for the oversight, hiring and firing of the Executive Director
- MPO Staff a host agency can provide the staff support to fulfill the Metropolitan Transportation Planning Process, however human resource and retirement challenges should be considered with a staff transition between from one government agency to another.

Key Issue – MTPO Website

The Gainesville MTPO website should be updated to address accessibility and provide consistency with the US General Service Administration (<u>Build websites and digital services I GSA</u>), Federal Regulations (<u>eCFR :: 23 CFR 450.316 -- Interested parties, participation, and consultation.</u>, and Florida Sunshine Law (<u>sunshinemanual.pdf (myfloridalegal.com)</u>).

Conclusion

The 2020 Census reported the Gainesville MTPO urbanized area as a Transportation Management Area with a population over 200,000, and that comes with additional responsibilities for delivering the Metropolitan Transportation Planning Process. The Federal TMA Certification for the Gainesville MTPO is anticipated for 2027. The certification is a three-step process over several months and includes a desk review, site visit and certification report. Having the MTPOs activities and core products easily accessible for the desk top review will streamline the entire review process.

In preparation for the certification process, The Gainesville MTPO should evaluate the following key issues:

- Staffing levels required of a TMA-level MPO
- Frequency of Board meetings
- Focus of planning studies including opportunities to partner with other planning agencies
- Organizational structure including hosting agency of the MTPO
- Update MTPO website to meet accessibility requirements

The Gainesville MTPO is encouraged to continue working closely with District 2 FDOT Staff on development of the FY24/25 & FY25/26 UPWP to coordinate on the new funding, eligibility, and schedules to maintain a cooperative, continuous, and coordinated transportation planning process.



SCHEDULED 2024 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	CANCELLED	January 18	CANCELLED
APRIL	March 13 CAC CANCELLED	March 14	April 1 at 3:00 p.m.
MAY	May 1	-	May 13 at 3:00 p.m.
JUNE	May 22 CAC CANCELLED	May 16	June 3 at 5:00 p.m.
AUGUST	July 17	July 18	August 5 at 3:00 p.m.
OCTOBER	September 18	September 19	October 7 at 3:00 p.m.
DECEMBER	November 13	November 14	December 2 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.



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653