



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

March 8, 2023

TO: Technical Advisory Committee
Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

STK

SUBJECT: Meeting Announcement and Agenda

On March 15, 2023, the Technical Advisory Committee will meet at 2:00 p.m. in the **Regional Transit System Administration Building, Room 5234, 34 SE 13th Road, Gainesville, Florida.**

Also on March 15, 2023, the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida.** Times shown on this agenda are for the Citizens Advisory Committee meeting. In-person quorums are required.

PLEASE NOTE - FACE MASKS ARE ENCOURAGED TO BE WORN AT ALL TIMES DURING THE MEETINGS AND ALL PERSONS WILL BE SOCIALLY-DISTANCED.

Due to the COVID-19 Public Health Emergency, these meetings are also accommodated by the following communications media technology:

DIAL IN NUMBER: Toll free 1.888.585.9008
CONFERENCE CODE: 568 124 316

STAFF RECOMMENDATION

7:00 p.m.	I.	Introductions (if needed)*	
Page #1	II.	Approval of Meeting Agenda	APPROVE AGENDA
7:05 p.m.			
Page #3	III.	Approval of Committee Minutes	APPROVE MINUTES
7:10 p.m.			
Page #11	IV.	Transportation Improvement Program Amendments -	APPROVE STAFF
7:15 p.m.		Interstate-75 (State Road 93) Add Lanes and	RECOMMENDATION
		Reconstruction Planning -	
		From North of County Road 234 to South of State Road 121 (Williston Road)	
		[452700-1]; and	
		From South of State Road 121 (Williston Road) to North of State Road 222	
		(NW 39th Avenue) [452700-2].	

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

- Page #15
7:20 p.m.
- V. **2020 Census Urban Areas Status Report - FOR INFORMATION ONLY**
Metropolitan Planning Organization
Transportation Planning Process Timeline

The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization an updated timeline for transportation planning activities that incorporate 2020 Census information.

- Page #19
7:25 p.m.
- VI. **State Road 24 (Waldo Road) Traffic Calming Letter FOR INFORMATION ONLY**

The Metropolitan Transportation Planning Organization has received a copy of the letter from State Representative Yvonne Hayes-Hinson to the Florida Department of Transportation District 2 concerning traffic calming on State Road 24 (Waldo Road).

- Page #23
7:30 p.m.
- VII. **Florida Department of Transportation FOR INFORMATION ONLY**
Performance Measures - February 2023

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

VIII. **Information Items**

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

- Page #37
Page #39
- A. Advisory Committee Attendance Records
B. Meeting Calendar - 2023

*No handout included with the enclosed agenda item.

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Regional Transit System Administration Building
34 SE 13th Road
Gainesville, Florida

January 18, 2023
2:00 p.m.

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Chris Dawson Ronald Fuller Rachel Mandell Jason Simmons Thomas Strom, Vice-Chair Deborah Leistner, Chair	Brian Austin Dekova Batey Aaron Carver Yaima Droese	Alison Moss Jeremiah McGuiness	Michael Escalante

CALL TO ORDER

Chair Deborah Leistner, City of Gainesville Transportation Manager, called the meeting to order at 2:10 p.m.

I. INTRODUCTIONS

Chair Leistner announced herself and other members in attendance.

Ronald Fuller, University of Florida Transportation and Parking services Associate Director, introduced Jeremiah McGuiness. He noted that Mr. McGuiness would serve as a Technical Advisory Committee Alternate.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

MOTION: Chris Dawson moved to approve the meeting agenda. Jason Simmons seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner stated that the October 5, 2022 minutes were ready for consideration for approval by the Technical Advisory Committee.

MOTION: Chris Dawson moved to approve the October 5, 2022 Technical Advisory Committee minutes as written and circulated. Jason Simmons seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FEDERAL TRANSIT ADMINISTRATION SECTION 5310 - OPERATING SMALL URBAN GRANT CITY OF GAINESVILLE REGIONAL TRANSIT SYSTEM OPERATING FOR FIXED ROUTE (452499-1)

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the Federal Transit Administration Section 5310 - Operating Small Urban Grant (452499-1) project funding to Fiscal Year 2022-23 for the City of Gainesville Regional Transit System. He said this amendment is needed because this new project is federally-funded. He discussed the project and answered questions.

MOTION: Chris Dawson moved to recommend that the Metropolitan Transportation Planning Organization amend the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the Federal Transit Administration Section 5310 - Operating Small Urban Grant (452499-1) project funding to Fiscal Year 2022-23 as requested by the Florida Department of Transportation. Ronald Fuller seconded; motion passed unanimously.

V. PERFORMANCE MEASURES AND TARGETS - BRIDGE AND PAVEMENT [PERFORMANCE MEASURE 2] AND SYSTEM PERFORMANCE [PERFORMANCE MEASURE 3]

Mr. Escalante stated that, in 2018, the Metropolitan Transportation Planning Organization set targets for National Highway System facilities within the Gainesville Metropolitan Area consistent Florida Department of Transportation Bridge and Pavement [Performance Measure 2] and System Performance [Performance Measure 3]. The Florida Department of Transportation has published its updated Bridge and Pavement [Performance Measure 2] and System Performance [Performance Measure 3] performance measures and targets. In order to maintain consistency, the Metropolitan Transportation Planning Organization needs to also set revised targets. He discussed the updated targets and answered questions.

MOTION: Chris Dawson moved to recommend that the Metropolitan Transportation Planning Organization set Bridge and Pavement [Performance Measure 2] and System Performance [Performance Measure 3] targets for National Highway System facilities within the Gainesville Metropolitan Area consistent with Florida Department of Transportation Bridge and Pavement [Performance Measure 2] and System Performance [Performance Measure 3] targets (Exhibit 1). Ron Fuller seconded; motion passed unanimously.

VI. MEDIAN MODIFICATIONS - STATE ROAD 222 (NW 39TH AVENUE AT U.S. HIGHWAY 441/STATE ROAD 25 (NW 13TH STREET))

Mr. Escalante stated that the Florida Department of Transportation published a public meeting notice in The Gainesville Sun concerning the installation of raised medians at the State Road 222 (NW 39th Avenue at U.S. Highway 441/State Road 25 (NW 13th Street)). He discussed the notice and answered questions.

VII. 2020 CENSUS QUALIFYING URBAN AREAS AND FINAL CRITERIA CLARIFICATIONS

Mr. Escalante stated that in the December 29, 2022 Federal Register, the U.S. Census Bureau published its 2020 Census Urban Area populations. He reported that the 2020 population for the Gainesville Metropolitan Area is 217,479 persons which exceeds the Transportation Management Area designation threshold of 200,000 persons. He said that 2020 Census Urban Area populations is an agenda item for the statewide Florida Metropolitan Planning Partnership meeting on February 1, 2023.

VIII. FLORIDA DEPARTMENT OF TRANSPORTATION FIVE-YEAR
TENTATIVE WORK PROGRAM

Mr. Escalante stated that the Metropolitan Transportation Planning Organization, at its December 12, 2022 meeting, received a presentation on the draft Florida Department of Transportation Five-Year Tentative Work Program Fiscal Years 2023-24 to 2027-28 from the Florida Department of Transportation. He said the Metropolitan Transportation Planning Organization approved a motion:

To send a letter to student and community groups to inform them that the Metropolitan Transportation Planning Organization has requested that the Florida Department of Transportation advance the State Road 26 (West University Avenue) Streetlighting Project [2076583].

He reported that the draft Tentative Work Program lists preliminary engineering in Fiscal Year 2024-25 and construction in Fiscal Year 2027-28 for this project that extends from State Road 26A (SW 2nd Avenue) to U.S. Highway 441/State Road 25 (West 13th Street).

IX. INFORMATION ITEMS

Mr. Escalante announced that the next Technical Advisory Committee meeting is scheduled for March 15, 2023 at 2:00 p.m.

ADJOURNMENT

The meeting was adjourned at 2:40 p.m.

Date

Deborah Leistner, Chair

Exhibit 1

Proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Targets Technical Advisory Committee Recommendation - January 18, 2023

Bridge Target

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

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

Pavement Target

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

System Performance Target

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

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

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION CITIZENS ADVISORY COMMITTEE

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

January 18, 2023
7:00 p.m.

MEMBERS PRESENT

Nelle Bullock
Charles Dean Covey
Gilbert Levy
Ruth Steiner, Chair
Chris Towne

MEMBERS ABSENT

Craig Brashier

OTHERS PRESENT

Yue Dong
Alexander Mumby
Siying Wu

STAFF PRESENT

Michael Escalante

CALL TO ORDER

Chair Ruth Steiner called the meeting to order at 7:03 p.m.

I. INTRODUCTIONS

Chair Steiner introduced herself and asked members and visitors to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Steiner asked for approval of the agenda.

MOTION: Gilbert Levy moved to approve the meeting agenda. Dean Covey seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Steiner asked for approval of the October 5, 2022 Citizens Advisory Committee meeting minutes.

MOTION: Dean Covey moved to approve the October 5, 2022 Citizens Advisory Committee minutes as written and circulated. Gilbert Levy seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FEDERAL TRANSIT ADMINISTRATION SECTION 5310 - OPERATING SMALL URBAN GRANT CITY OF GAINESVILLE REGIONAL TRANSIT SYSTEM OPERATING FOR FIXED ROUTE (452499-1)

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MOTION: Dean Covey moved to recommend that the Metropolitan Transportation Planning Organization amend the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the Federal Transit Administration Section 5310 - Operating Small Urban Grant (452499-1) project funding to Fiscal Year 2022-23 as requested by the Florida Department of Transportation. Nelle Bullock seconded; motion passed unanimously.

V. PERFORMANCE MEASURES AND TARGETS - BRIDGE AND PAVEMENT
[PERFORMANCE MEASURE 2] AND
SYSTEM PERFORMANCE [PERFORMANCE MEASURE 3]

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MOTION: Gilbert Levy moved to recommend that the Metropolitan Transportation Planning Organization set Bridge and Pavement [Performance Measure 2] and System Performance [Performance Measure 3] targets for National Highway System facilities within the Gainesville Metropolitan Area consistent with Florida Department of Transportation Bridge and Pavement [Performance Measure 2] and System Performance [Performance Measure 3] targets (Exhibit 1). Nelle Bullock seconded; motion passed unanimously.

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IX. INFORMATION ITEMS

Mr. Escalante announced that the next Citizens Advisory Committee meeting is scheduled for March 15, 2023 at 7:00 p.m.

Nelle Bullock discussed her concern about the travel speed on Interstate 75. She suggested lower speed limits within the Gainesville Metropolitan Area.

ADJOURNMENT

The meeting was adjourned at 7:40 p.m.

Date

Ruth Steiner, Chair

Exhibit 1

Proposed

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Percent of National Highway System non-Interstate pavements in Poor condition	5.0 percent	5.0 percent

System Performance Target

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

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



March 8, 2023

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation Improvement Program Amendments - Interstate-75 (State Road 93)
Add Lanes and Reconstruction Planning -

From North of County Road 234 to South of State Road 121 (Williston Road)
[452700-1]; and
From South of State Road 121 (Williston Road) to North of State Road 222
(NW 39th Avenue) [452700-2].

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the Interstate-75 (State Road 93) Add Lanes and Reconstruction Planning Projects in Fiscal Year 2022-23:

- **From North of County Road 234 to South of State Road 121 (Williston Road) [452700-1]; and**
- **From South of State Road 121 (Williston Road) to North of State Road 222 (NW 39th Avenue) [452700-2] (see Exhibit 1).**

BACKGROUND

The Florida Department of Transportation has requested that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add these projects in Fiscal Year 2022-23 (Exhibit 1). This amendment is needed in order for federal funds be spent by the Florida Department of Transportation.

Attachment

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EXHIBIT 1



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2198 Edison Avenue MS 2806
Jacksonville, FL 32204-2730

JARED W. PERDUE, P.E.
SECRETARY

February 28, 2023

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

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

Dear Michael:

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

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

452700-1 I-75 (SR 93) From North of CR234 to South of SR121 (Williston Rd)

Add Lanes & Reconstruct

<u>Phase</u>	<u>Fund</u>	<u>FY 2023</u>
PLN	HP	\$2,250,000

452700-2 I-75 (SR 93) FM South of SR121 (Williston Rd) to North of SR222 (39th Ave)

Add Lanes & Reconstruct

<u>Phase</u>	<u>Fund</u>	<u>FY 2023</u>
PLN	HP	\$2,250,000

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

Sincerely,

Achaia Brown
Transportation Planning Manager
FDOT District Two



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Suwannee • Taylor • Union Counties

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March 8, 2023

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: 2020 Census Urban Areas Status Report -
Metropolitan Planning Organization Transportation Planning Process Timeline

STAFF RECOMMENDATION

FOR INFORMATION ONLY

BACKGROUND:

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

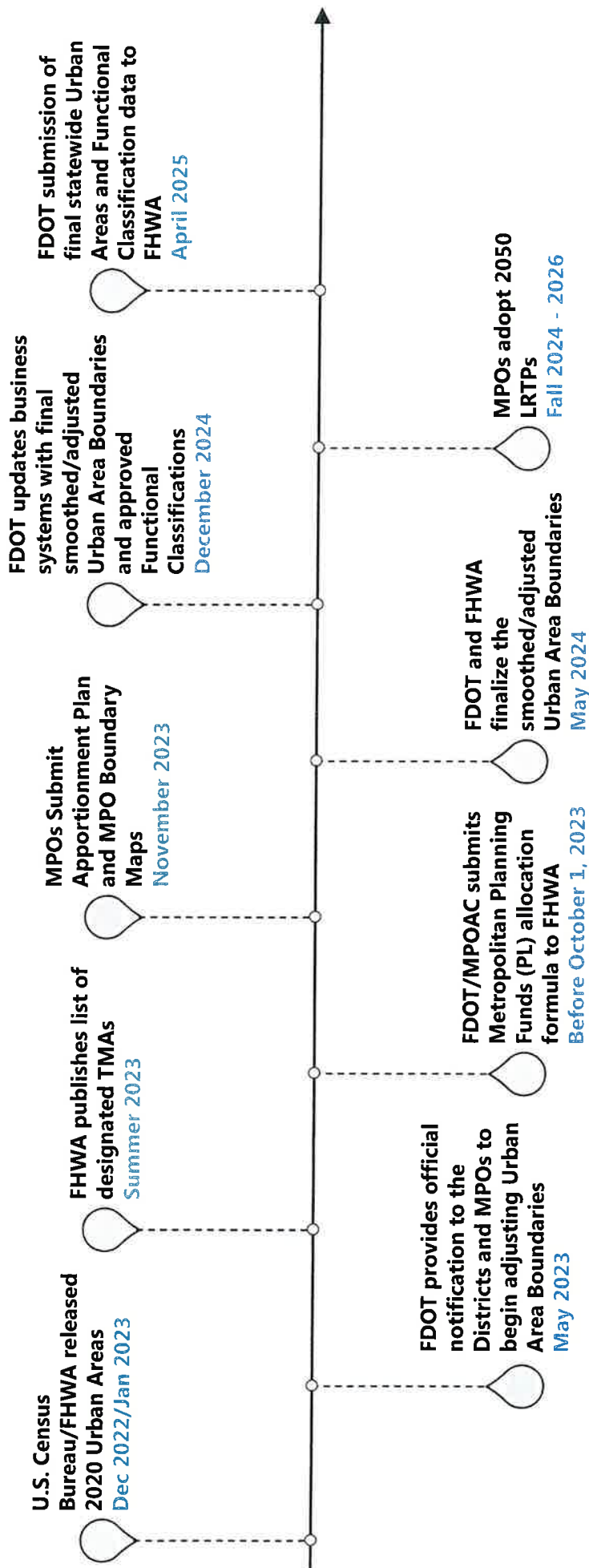
The Florida Department of Transportation recently provided the Metropolitan Transportation Planning Organization with a timeline (see Exhibit 1) for the following transportation planning process activities:

- Florida Department of Transportation notification to begin adjusting urban boundaries;
- Federal Highway Administration publishes list of designated Transportation Management Areas;
- Florida Department of Transportation/Metropolitan Planning Organization Advisory Council submit Planning Fund Formula to Federal Highway Administration;
- Metropolitan Planning Organizations submit reapportionment plans and planning area boundary maps;
- Florida Department of Transportation and Federal Highway Administration finalize smoothed/adjusted urban area boundaries;
- Florida Department of Transportation updates business systems for smoothed/adjusted urban area boundaries and approved functional classifications;
- Metropolitan Planning Organizations adopt Year 2050 Long-Range Transportation Plans; and
- Florida Department of Transportation submits final statewide urban area and functional classification information to Federal Highway Administration.

Attachment

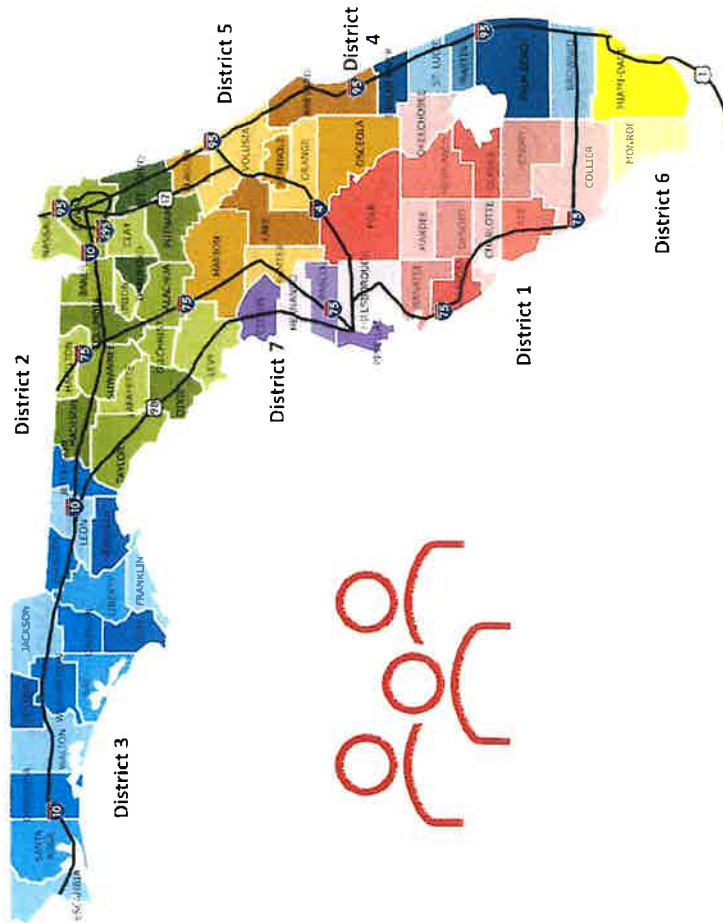
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Urban Area Adjustment and Review Process Timeline





District Contacts



- **District 1** – Kyle Purvis, Joel Graeff.
- **District 2** – David Tyler, Justin Bellot, Brian Austin.
- **District 3** – Geoff Hynes, Mark Brock, Bryant Paulk, Corey Webb, Cindy Boyette.
- **District 4** – Kara Schwartz-DiMaina.
- **District 5** – Alice Giuliani, Cheryl Burke, Jim Wood, Clif Tate, Jason Learned.
- **District 6** – Ana Calleja, Ken Jeffries.
- **District 7** – Sherry Melaragno, Anita Montjoy, Justin Hall.
- **Turnpike** – Juan Echevarria.



**VI**

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March 8, 2023

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: State Road 24 (Waldo Road) Traffic Calming Letter

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At its December 12, 2022 meeting, a member of the Metropolitan Transportation Planning Organization discussed the expansion of the Eastside Gainesville Sports Complex and her traffic safety concerns along State Road 24 (Waldo Road). At the conclusion of the discussion, the Metropolitan Transportation Planning Organization approved the following motion:

To request a letter be sent by the Chair to State Representative Yvonne Hayes-Hinson to intervene with the Florida Department of Transportation concerning traffic calming on State Road 24 (Waldo Road).

In response to its letter, the Metropolitan Transportation Planning Organization received a copy of a letter sent by the Honorable Yvonne Hayes-Hinson, District 21 State Representative, to the Florida Department of Transportation District 2 Government Affairs Liaison (see Exhibit 1). Her letter asked for an evaluation and feedback as to possible traffic calming tools and devices available for the area at and around State Road 24 (Waldo Road) and NE 8th Avenue.

Attachment

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SKME

Florida House of Representatives

Representative Yvonne Hinson

District 21

District Office:
2815 N.W. 13th St. Suite 202
Gainesville, Fla. 32609
(352) 264-4001

Tallahassee Office:
Capitol Building Suite 1302
402 South Monroe Street
Tallahassee, FL 32399
(850) 717-5021

Email:
Yvonne.Hinson@myfloridahouse.gov

February 17, 2023

Edward Seifert
Florida Department of Transportation
1109 South Marion Avenue
Lake City, FL 32025

Dear Mr. Seifert,

I am in receipt of requests from both City Commissioner Cynthia Chestnut and County Commissioner/MTPO Chair Mary Alford for intervention with FDOT concerning traffic calming on State Road 24 (Waldo Road).

Chair Alford has advised that the MTPO anticipates streetlighting upgrades from State Road 24 (East University Avenue) to State Road 26 (NE 39th Avenue) are currently underway. My original request from Commissioner Chestnut related to the anticipated expansion of existing athletic facilities and activities at and around NE 8th Avenue and State Road 24 for the First Responders and Martin Luther King Center/Citizens Field Complex.

Please evaluate and provide feedback as to the possible traffic calming tools and devices available for that area as soon as possible. Thank you for your usual efficiencies and cooperation in this effort.

Sincerely,

Yvonne Hayes Hinson, State Representative
District 21

RECEIVED

FEB 21 2023

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

CC: Cynthia Chestnut, Gainesville City Commissioner
Mary Alford, Alachua County Commissioner
Scott R. Koons, Executive Director of North Central Florida Regional Planning Council

Committees:

Judiciary Committee
Transportation & Modals Subcommittee
Postsecondary Education & Workforce Subcommittee
Water Quality, Supply & Treatment Subcommittee
Joint Administrative Procedures Committee



VII

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March 8, 2023

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Florida Department of Transportation Performance Measures - February 2023

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

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

Exhibit 1 - Metropolitan Planning Organization Requirements;

Exhibit 2 - Performance Measure 1 Safety Performance Management;

Exhibit 3 - Performance Measure 2 Bridge and Pavement Performance Management;

Exhibit 4 - Performance Measure 3 System Performance Management;

Exhibit 5 - Public Transit Safety Performance Management; and

Exhibit 6 - Transit Assess Management Performance Management.

Attachments

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MPO Requirements

EXHIBIT 1



Florida Department of Transportation Office of Policy Planning

Transportation Performance Management

February 2023

OVERVIEW

This document highlights key target setting provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and public transportation providers.*

TRANSPORTATION PERFORMANCE MANAGEMENT FRAMEWORK

Federal transportation law requires state DOTs and MPOs to implement Transportation Performance Management (TPM), a strategic approach to making investment and policy decisions to achieve performance goals. TPM uses past performance levels and forecasted conditions to measure progress toward strategic goals as a means to guide investments.



Three FHWA Performance Measures (PM) rules and two FTA transit rules establish various performance measures to assess highway safety (PM1), bridge and pavement condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The FHWA and FTA Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP).*

Long Range Transportation Plans

The LRTP must:

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

Transportation Improvement Programs

The TIP must:

- » Reflect the investment priorities established in the LRTP.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets.
- » Include a description of the anticipated effect of the TIP toward achieving the performance targets, linking investment priorities to performance targets.

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

*Please refer to the five accompanying fact sheets to obtain key information for the three FHWA performance measures rules and two FTA transit rules.

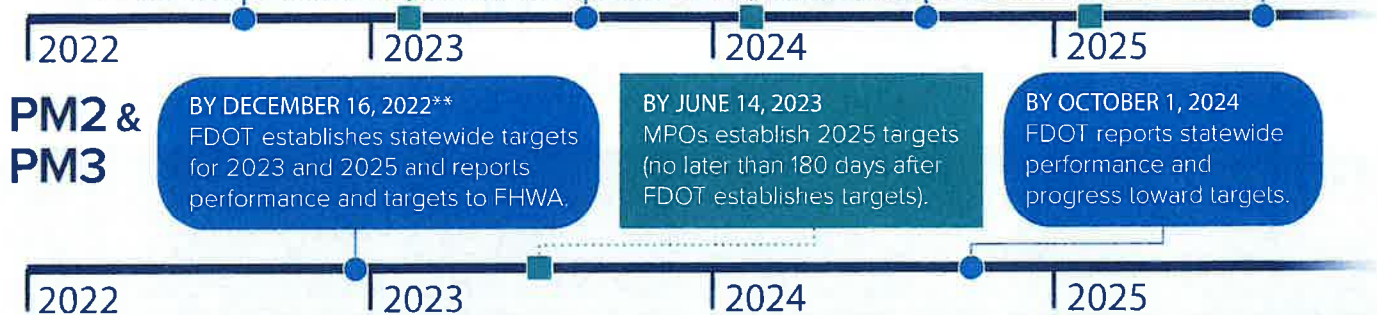
TIMELINE FOR MPO ACTIONS

PM1

BY AUGUST 31 (ANNUALLY)
FDOT Safety Office establishes targets for the next calendar year in its Highway Safety Improvement Program (HSIP) annual report to FHWA.

BY FEBRUARY 27 (ANNUALLY)
MPOs must establish safety (PM1) targets for the current calendar year (180 days after FDOT establishes targets).

● FDOT
■ MPOs



TIMEFRAME

TRANSIT ASSET MANAGEMENT AND TRANSIT SAFETY

PUBLIC TRANSPORTATION PROVIDERS

TAM

- Update TAM Plan/Group TAM Plan every 4 years
- Update TAM targets annually

Transit Safety

- Update safety targets annually

MPOs

- Update MPO transit targets with every LRTP update
- Reflect MPO targets and public transportation provider(s) current targets in each updated TIP

TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and public transportation providers set their respective performance targets in coordination with one another. All MPOs establish a target for each applicable performance measure by one of two options:

Support the target established by FDOT or the public transportation provider(s).

The MPO agrees to plan and program projects so that they contribute toward the accomplishment of the state or public transportation provider(s) target.

OR

Establish own target.

The MPO coordinates with FDOT or the public transportation provider(s) regarding the methodology used to develop the target and the proposed target prior to establishing a final target.

For the **PM1, PM2, and PM3 measures**, MPOs must establish their targets no later than 180 days after FDOT sets its targets. For the **transit asset management and safety measures**, MPOs are not required to establish transit targets annually each time the public transportation provider(s) establishes targets. Instead, MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current public transportation provider(s) targets in the updated TIP.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

FOR MORE INFORMATION PLEASE CONTACT

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

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PM1: Safety (All Public Roads)

EXHIBIT 2



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

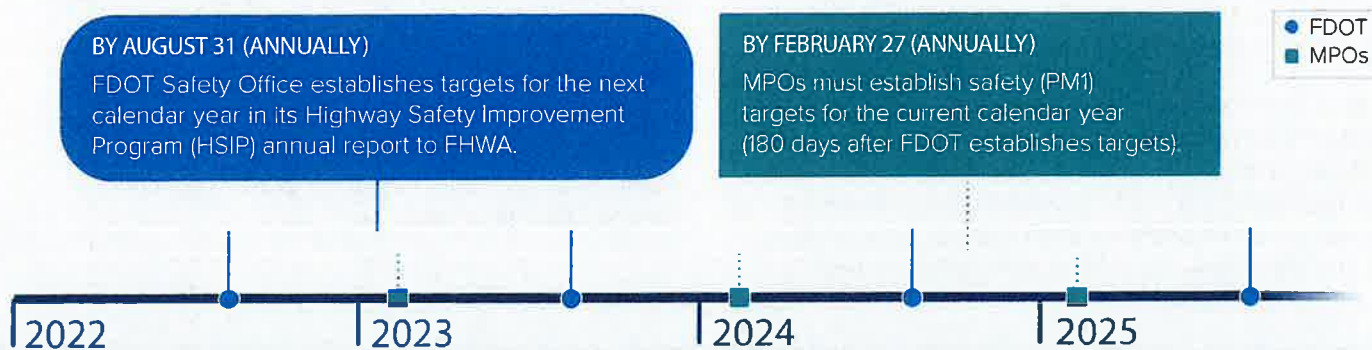
OVERVIEW

The first of Federal Highway Administration's (FHWA) performance management rules establishes measures to assess safety on all public roads and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their safety targets.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

NUMBER OF FATALITIES	<i>The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.</i>	RATE OF SERIOUS INJURIES	<i>The total number of serious injuries per 100 million VMT in a calendar year.</i>
RATE OF FATALITIES	<i>The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.</i>	NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	<i>The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.</i>
NUMBER OF SERIOUS INJURIES	<i>The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.</i>		

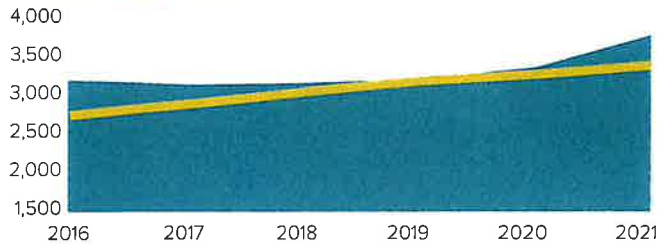
TIMELINE



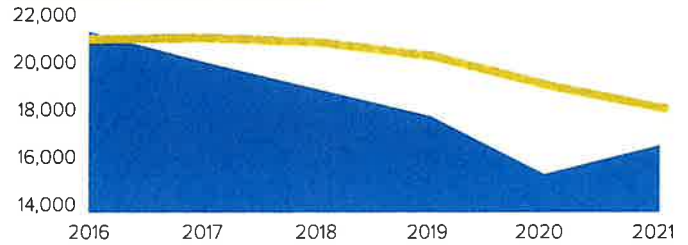
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

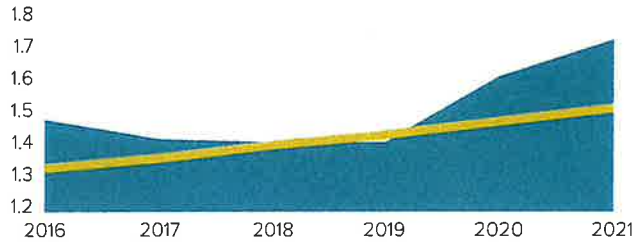
ANNUAL FATALITIES



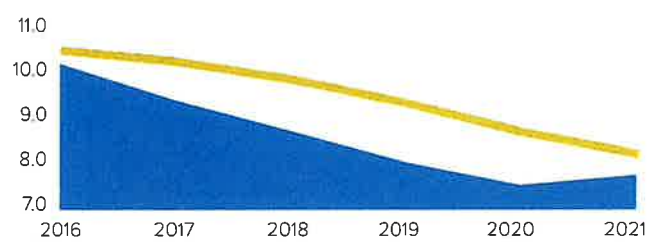
ANNUAL SERIOUS INJURIES



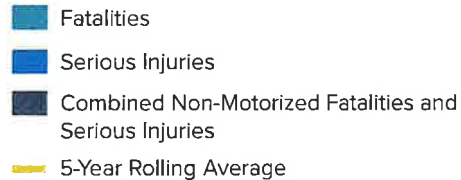
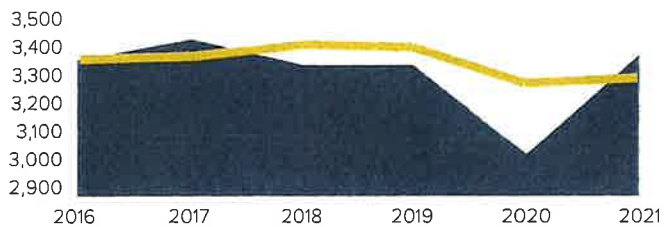
FATALITY RATE (PER HUNDRED MILLION VMT)



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



Source: FLHSMV, 2022.

STATEWIDE TARGETS

FDOT establishes statewide safety targets for the following calendar year as part of the [HSIP Annual Report](#), which must be submitted by August 31 each year.

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

MPO TARGETS

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

MPOs must include the most recent reported performance and targets with each TIP update. The TIP must describe how the investments contribute to achieving the performance targets. The LRTP must include a System Performance Report that discusses the performance of the transportation system and progress achieved in meeting the targets over time.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four of the five safety targets are met or the actual outcome is better than baseline performance. Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users.

As requested by FHWA, FDOT annually develops an [HSIP Implementation Plan](#) to highlight strategies it will undertake in support of these targets. MPOs are encouraged to review this Plan each year to identify strategies appropriate for their planning area.

FHWA will not assess MPO target achievement. However, FHWA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

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PM2: Bridge and Pavement

EXHIBIT 3



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

The second Federal Highway Administration (FHWA) performance management rule establishes measures to assess the condition of bridges and pavement on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report targets.*

PAVEMENT PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

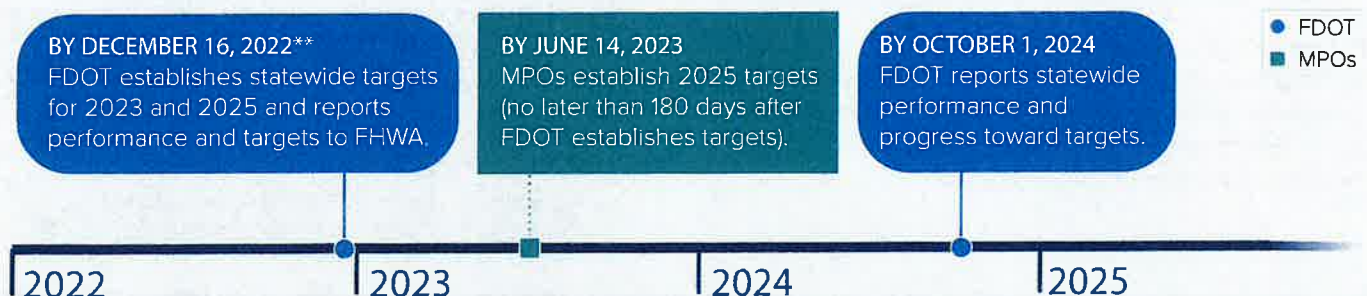
- » Percentage of NHS bridges (by deck area) in *GOOD* condition.
- » Percentage of NHS bridges (by deck area) in *POOR* condition.

POOR CONDITION

Suggests major investment is needed.

TIMELINE

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



* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

EXISTING STATEWIDE CONDITIONS

NHS Bridges

Year	in Good Condition	in Poor Condition
2017	67.7%	1.2%
2018	66.6%	1.2%
2019	66.2%	1.2%
2020	65.5%	0.5%
2021 (Baseline)	61.3%	0.5%

Interstate Pavements

Year	in Good Condition	in Poor Condition
2017	66.1%	0.0%
2018	54.2%	0.6%
2019	68.0%	0.5%
2020	68.8%	0.6%
2021 (Baseline)	70.5%	0.7%

Non-Interstate NHS Pavements

Year	in Good Condition	in Poor Condition
2017	44.0%	0.4%
2018	39.9%	0.4%
2019	41.0%	0.3%
2020	41.0%	0.3%
2021 (Baseline)	47.5%	1.1%

Source: FDOT and FHWA.

STATEWIDE TARGETS

FDOT established 2023 and 2025 targets for NHS bridge and pavement on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

Performance Measure	2023 Target	2025 Target
Bridge		
% of NHS bridges (by deck area) in GOOD condition	50.0%	50.0%
% of NHS bridges (by deck area) in POOR condition	10.0%	10.0%
Pavement		
% of Interstate pavements in GOOD condition	60.0%	60.0%
% of Interstate pavements in POOR condition	5.0%	5.0%
% of non-Interstate NHS pavements in GOOD condition	40.0%	40.0%
% of non-Interstate NHS pavements in POOR condition	5.0%	5.0%

MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

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

FHWA's determination of significant progress toward the 2021 bridge and pavement targets is anticipated in March 2023.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting federal minimum condition standards for NHS bridges and Interstate pavements. If it is not, FDOT must obligate a specified percentage of available funds for maintenance of these facilities.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

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

FOR MORE INFORMATION PLEASE CONTACT

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PM3: System Performance

EXHIBIT 4



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

The third Federal Highway Administration (FHWA) performance management rule establishes measures to assess the reliability of passenger and truck freight travel on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their targets.*

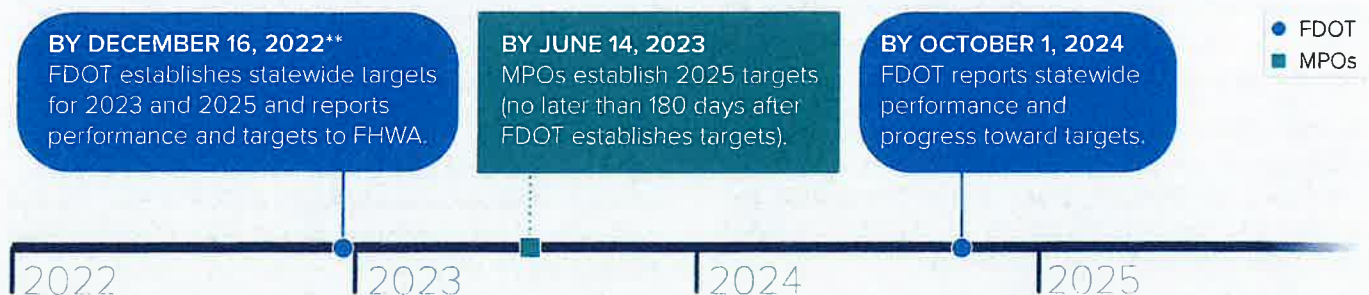
PERFORMANCE MEASURES

PERFORMANCE MEASURE	REFERRED TO AS	WHAT IT MEASURES
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Compares longer travel times (80 th percentile) to a normal travel time (50 th percentile). Vehicle occupancy is factored in to determine the person-miles traveled on segments considered reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS reliability	
Truck travel time reliability index (Interstate)	Truck reliability	Compares longer travel times (95 th percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.

The PM3 rule also defines measures for assessing the CMAQ Program that apply only to states and MPOs that are in a designated air quality non attainment areas or maintenance areas. Florida does not have any applicable areas, therefore the CMAQ measures are not addressed in this fact sheet.

TIMELINE

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



* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



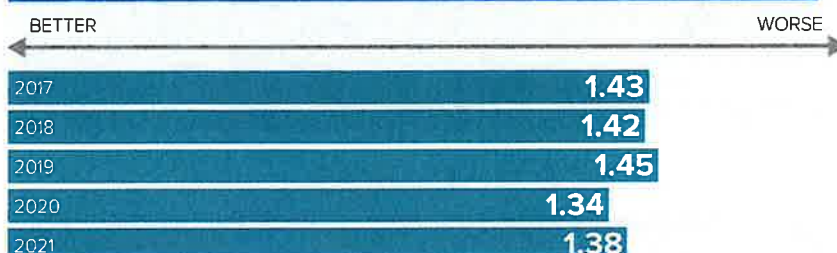
NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

STATEWIDE TARGETS

FDOT established the following 2023 and 2025 targets on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

PERFORMANCE MEASURE	2023 TARGET	2025 TARGET
INTERSTATE RELIABILITY	75.0%	70.0%
NON-INTERSTATE NHS RELIABILITY	50.0%	50.0%
TRUCK RELIABILITY	1.75	2.00

MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

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

FHWA's determination of significant progress toward the 2021 interstate reliability and truck reliability targets is anticipated in March 2023. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight congestion analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

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SAFETY

Public Transit

EXHIBIT 5



Performance Management

February 2023

OVERVIEW

The Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP) rule established transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance. This fact sheet describes these requirements and the role of Metropolitan Planning Organizations (MPO) under this rule.*

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

Recipients and Sub-recipients of FTA 5307 funds

The rule applies to recipients and sub-recipients of FTA 5307 funds that operate a public transportation system and to operators of rail transit systems subject to FTA's State Safety Oversight Program.

The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the U.S. Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Small public transportation providers without rail and with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

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

INJURIES

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

SAFETY EVENTS

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

SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

- Update safety targets annually

MPOs

- Update MPO safety targets with every LRTP update
- Reflect MPO targets and public transportation provider(s) current safety targets in each updated TIP

* Please refer to the [fact sheet](#) addressing MPO Requirements for information about MPO targets and planning processes.

PTASP CERTIFICATION AND REVIEW

RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 public transportation provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). Because Section 5307 public transportation providers in Florida must already have a SSPP, FDOT recommends that public transportation providers revise their existing SSPPs to be compliant with the FTA PTASP requirements.

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

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

REQUIREMENTS

TRANSIT SAFETY TARGET COORDINATION BETWEEN FDOT, MPOS, AND PUBLIC TRANSPORTATION PROVIDERS

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

FOR MORE INFORMATION PLEASE CONTACT

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ASSET MANAGEMENT

Public Transit

EXHIBIT 6



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

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

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit Asset Categories and TAM Performance Measures

FTA ASSET CATEGORIES	PERFORMANCE MEASURES
EQUIPMENT Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Percentage of revenue vehicles that have met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

“State of good

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

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

Public transportation providers are required to report transit asset performance measures and targets annually to the National Transit Database (NTD).

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

- Update TAM Plan/Group TAM Plan every 4 years
- Update TAM targets annually

MPOs

- Update MPO TAM targets with every LRTP update
- Reflect MPO targets and public transportation provider(s) current TAM targets in each updated TIP

* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

TAM PLAN

Tier I versus Tier II Agencies

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

TIER I

Operates rail

OR

≥ 101 vehicles across all
fixed route modes

OR

≥ 101 vehicles in one
non-fixed route mode

TIER II

Subrecipient of 5311 funds

OR

American Indian Tribe

OR

≤ 100 vehicles across all fixed
route modes

OR

≤ 100 vehicles in one
non-fixed route mode

Required Elements of Provider TAM Plans

1. Inventory of Capital Assets

**TIER I
AND II**

2. Condition Assessment

3. Decision Support Tools

4. Investment Prioritization

5. TAM and SGR Policy

**TIER I
ONLY**

6. Implementation Strategy

7. List of Key Annual Activities

8. Identification of Resources

9. Evaluation Plan

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

A **TIER II** public transportation provider may develop its own plan or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan.

The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2022 that includes collective TAM targets for the participating providers. Participants in FDOT's Group TAM Plan primarily operate in areas of the state that are not served by an MPO.

MPO AND PUBLIC TRANSPORTATION PROVIDER COORDINATION

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

FOR MORE INFORMATION PLEASE CONTACT

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

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TECHNICAL ADVISORY COMMITTEE ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 11/5/2022	MEETING DATE 1/18/2022	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARI DANIELS Alt - Chris Dawson Alt - Alison Moss	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
JAMES TONY FLEGERT Alt - Thomas Strom (Vice Chair) Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
Dekova Batey	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	A	A	YES
JASON SIMMONS Alt - Andrew Persons	City of Gainesville Department of Sustainable Development	P	P	NO
DEBORAH LEISTNER (Chair) Alt - Jesus Gomez Alt - Scott Wright	City of Gainesville Department of Transportation [Operations, Planning and Transit] Department of Public Works [Engineering, Maintenance, Pavement Management]	P	P	NO
AARON CARVER Alt - Suzanne Schiemann Alt - Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	A	NO
BRIAN AUSTIN Alt - Achaia Brown	Florida Department of Transportation	P	A	NO
YAIMA DROESE Alt - Reginald Thomas	School Board of Alachua County	A	A	YES
RACHEL MANDELL Alt - Linda Dixon	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER Alt - Scott Fox Alt - Jeremiah McGuinness	University of Florida Transportation & Parking Services	P	P	NO

LEGEND KEY - P = Present A = Absent * = New Member

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Italics indicates participation via communications media technology

Attendance Rule:

- Each voting member of the Technical Advisory Committee may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
- Each member of the Technical Advisory Committee is expected to demonstrate his or her interest in the Technical Advisory Committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more than three (3) consecutive absences will be allowed by the member. The Technical Advisory Committee address consistent absences and is empowered to recommend corrective action for Metropolitan Transportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	8/3/2022	10/5/2022	1/18/2023	Violation If Absent At Next Meeting 3/15/2023
Craig Brashier	23-Dec	E	P	E	No
Nelle Bullock	25-Dec	P	P	P	No
Charles Dean Covey	23-Dec	P	P	P	No
Gilbert Levy	23-Dec	P	P	P	No
Ruth Steiner	24-Dec	P	P	P	No
Chris Towne	23-Dec	P	P	P	No
VACANT	23-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

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ATTENDANCE RULE

Any appointee of the Metropolitan Transportation Planning Organization to the Citizens Advisory Committee shall be automatically removed from the committee upon filing with the Chair of the Metropolitan Transportation Planning Organization appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences. Excused absences are hereby defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are hereby defined to be unexcused.

Please note that attendance is recorded for all scheduled Citizens Advisory Committee meetings whether or not a quorum is met.

ADDITIONAL NOTE: Members denoted in BOLD ITALICS are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2023 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 18	CANCELLED	February 6 at 3:00 p.m.
APRIL	March 15	March 16	April 3 at 3:00 p.m.
JUNE	May 17	May 18	June 5 at 5:00 p.m.
AUGUST	July 19	July 20	August 7 at 3:00 p.m.
OCTOBER	September 13	September 14	October 2 at 3:00 p.m.
DECEMBER	November 15	November 16	December 4 at 5:00 p.m.*

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the Room 5264 Regional Transit System Administration Building, 34 SE 13th Road, Gainesville, Florida;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida unless noted.

MTPO means Metropolitan Transportation Planning Organization

TAC means Technical Advisory Committee

CAC means Citizens Advisory Committee

B/PAB means Bicycle/Pedestrian Advisory Board

NCFRPC means North Central Florida Regional Planning Council

TMC means City of Gainesville Traffic Management Center

*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.

