



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

January 11, 2023

TO: Technical Advisory Committee
Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

STK _____

On January 18, 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 January 18, 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
7:05 p.m. | II. | Approval of Meeting Agenda | APPROVE AGENDA |
| Page #3
7:10 p.m. | III. | Approval of Committee Minutes | APPROVE MINUTES |
| Page #7
7:15 p.m. | 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) | APPROVE STAFF
RECOMMENDATION |

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 this project in Fiscal Year 2022-23 in order for these funds to be expended by the City of Gainesville.

Page #11
7:20 p.m.

V. Performance Measures and Targets-
Bridge (PM2) and Pavement (PM3) -

APPROVE STAFF
RECOMMENDATION

The Florida Department of Transportation has set updates to its Bridge (PM2) and Pavement (PM3) targets. Previously, the Metropolitan Transportation Planning Organization has set its Bridge (PM2) and Pavement (PM3) targets consistent with those of the Florida Department of Transportation for National Highway system facilities within the Gainesville Metropolitan Area.

Page #21
7:25 p.m.

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

FOR INFORMATION ONLY

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

Page #25
7:30 p.m.

VII. 2020 Census Qualifying Urban Areas and
Final Criteria Clarifications

FOR INFORMATION ONLY

In the December 29, 2022 Federal Register, the U.S. Census Bureau published its 2020 Census Urban Area populations. The Gainesville Urban Area is the only Census-defined urban area within Alachua County.

Page #37
7:35 p.m.

VIII. Florida Department of Transportation Five-Year
Tentative Work Program

FOR INFORMATION ONLY

At its December 12, 2022 meeting, the Metropolitan Transportation Planning Organization requested that student groups and community groups be informed that it requested that the Florida Department of Transportation advance the State Road 26 (West University Avenue) Streetlighting Project in the Tentative Work Program.

IX. Information Items

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

Page #39
Page #41
Page #43

- A. Advisory Committee Attendance Records
- B. Meeting Calendar - 2023
- C. Long-Range Transportation Plan Working Group Meeting Summary - 12/15/22

*No handout included with the enclosed agenda item.

MINUTES

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

Gainesville Regional Utilities Administration Building
301 SE 4th Avenue
Gainesville, Florida and
Via Communications Media Technology

October 5, 2022
2:00 p.m.

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

*Participation via communication media technology.

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.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

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

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner stated that the August 3, 2022 minutes were ready for consideration for approval by the Technical Advisory Committee.

MOTION: Chris Dawson moved to approve the August 3, 2022 Technical Advisory Committee minutes as written and circulated. Aaron Carver seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -
AMERICAN RESCUE PLANNING ACT OF 2021 FEDERAL TRANSIT ADMINISTRATION
ROUTE RESTORATION PLAN GRANT AWARD

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 Route Restoration Plan project funding to Fiscal Year 2022-23. 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 Route Restoration Plan project funding to Fiscal Year 2022-23 as requested by the Florida Department of Transportation. Thomas Strom seconded; motion passed unanimously.

V. TRANSPORTATION ALTERNATIVES PROGRAM/SAFE ROUTES TO SCHOOL/
SHARED-USE NONMOTORIZED TRAIL APPLICATIONS

Mr. Escalante stated that the Florida Department of Transportation has provided information concerning the Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail grant application cycles. He discussed the programs and answered questions.

VI. KERMIT SIGMON CITIZEN PARTICIPATION AWARD - 2020
[Citizens Advisory Committee-Only Item]

VII. KERMIT SIGMON CITIZEN PARTICIPATION AWARD - 2022
[Citizens Advisory Committee-Only Item]

VIII. INFORMATION ITEMS

Mr. Escalante announced that the next Technical Advisory Committee meeting is scheduled for November 17, 2022 at 2:00 p.m.

ADJOURNMENT

The meeting was adjourned at 2:50 p.m.

Date

Deborah Leistner, Chair

MINUTES

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

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida and
Via Communication Media Technology

October 5, 2022
7:00 p.m.

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Craig Brashier Nelle Bullock Charles Dean Covey Gilbert Levy Chris Towne Ruth Steiner, Chair	None	Yue Dong Alexander Mumby Siying Wu	Michael Escalante Scott Koons*

*Virtual participation via communication media technology.

CALL TO ORDER

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

DECLARATION OF EXTRAORDINARY CIRCUMSTANCE DUE TO COVID-19 PANDEMIC

MOTION: Chris Towne moved to declare an extraordinary circumstance due to the COVID-19 pandemic and to conduct a hybrid in-person/communications media technology meeting. Dean Covey seconded; motion passed unanimously.

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 August 3, 2022 Citizens Advisory Committee meeting minutes.

MOTION: Chris Towne moved to approve the August 3, 2022 Citizens Advisory Committee minutes as written and circulated. Dean Covey seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -
AMERICAN RESCUE PLANNING ACT OF 2021 FEDERAL TRANSIT ADMINISTRATION
ROUTE RESTORATION PLAN GRANT AWARD

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 Route Restoration Plan project funding to Fiscal Year 2022-23. He said this amendment is needed because funds for this new project. He discussed the project and answered questions.

MOTION: Nelle Bullock moved to recommend that the Metropolitan Transportation Planning Organization amend the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the Route Restoration Plan project funding to Fiscal Year 2022-23 as requested by the Florida Department of Transportation. Gilbert Levy seconded; motion passed unanimously.

V. TRANSPORTATION ALTERNATIVES PROGRAM/SAFE ROUTES TO SCHOOL/ SHARED-
USE NONMOTORIZED TRAIL APPLICATIONS

Mr. Escalante stated that the Florida Department of Transportation has provided information concerning the Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail grant application cycles. He discussed the programs and answered questions.

VI. KERMIT SIGMON CITIZEN PARTICIPATION AWARD - 2020

Mr. Escalante stated that the Citizens Advisory Committee had previously deferred selection for the 2020 award.

MOTION: Nelle Bullock moved to have no recipient for the 2020 Kermit Sigmon Citizen Participation Award. Dean Covey seconded; motion passed unanimously.

VII. KERMIT SIGMON CITIZEN PARTICIPATION AWARD - 2022

Mr. Escalante stated that the Citizens Advisory Committee may select a recipient for the 2021 award.

MOTION: Nelle Bullock moved to select Jan Frentzen as the 2022 recipient of the Kermit Sigmon Citizen Participation Award. Gilbert Levy seconded; motion passed unanimously.

VIII. INFORMATION ITEMS

Mr. Escalante announced that the next Citizens Advisory Committee meeting is scheduled for November 17, 2022 at 7:00 p.m.

ADJOURNMENT

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

Date


Ruth Steiner, Chair



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

January 11, 2023

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

FROM: Scott R. Koons, AICP, Executive Director 

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

STAFF RECOMMENDATION

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

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 this project in Fiscal Year 2022-23 (Exhibit 1). This amendment is needed in order for the Regional Transit System to receive these federal funds.

Attachment

t:\scott\sk23\mntpo\memo\tipamend_fta_5310_comms_jan18.docx

EXHIBIT 1



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2198 Edison Avenue MS 2806
Jacksonville, FL 32204-2730

JARED W. PERDUE, P.E.
SECRETARY

January 6, 2023

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

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

Dear Michael:

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

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

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

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

Prior Costs > FY 22/23 \$0

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

Sincerely,

Brian Austin
Transportation Planner
FDOT District Two



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

January 11, 2023

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Bridge, Pavement and System Performance Measures and Targets

STAFF RECOMMENDATION

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

BACKGROUND

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

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

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

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

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

Attachments

T:\Scott\SK23\MTPO\Memo\perf_target_bridge_pavement_comm_jan18.docx

EXHIBIT 1

National Highway System

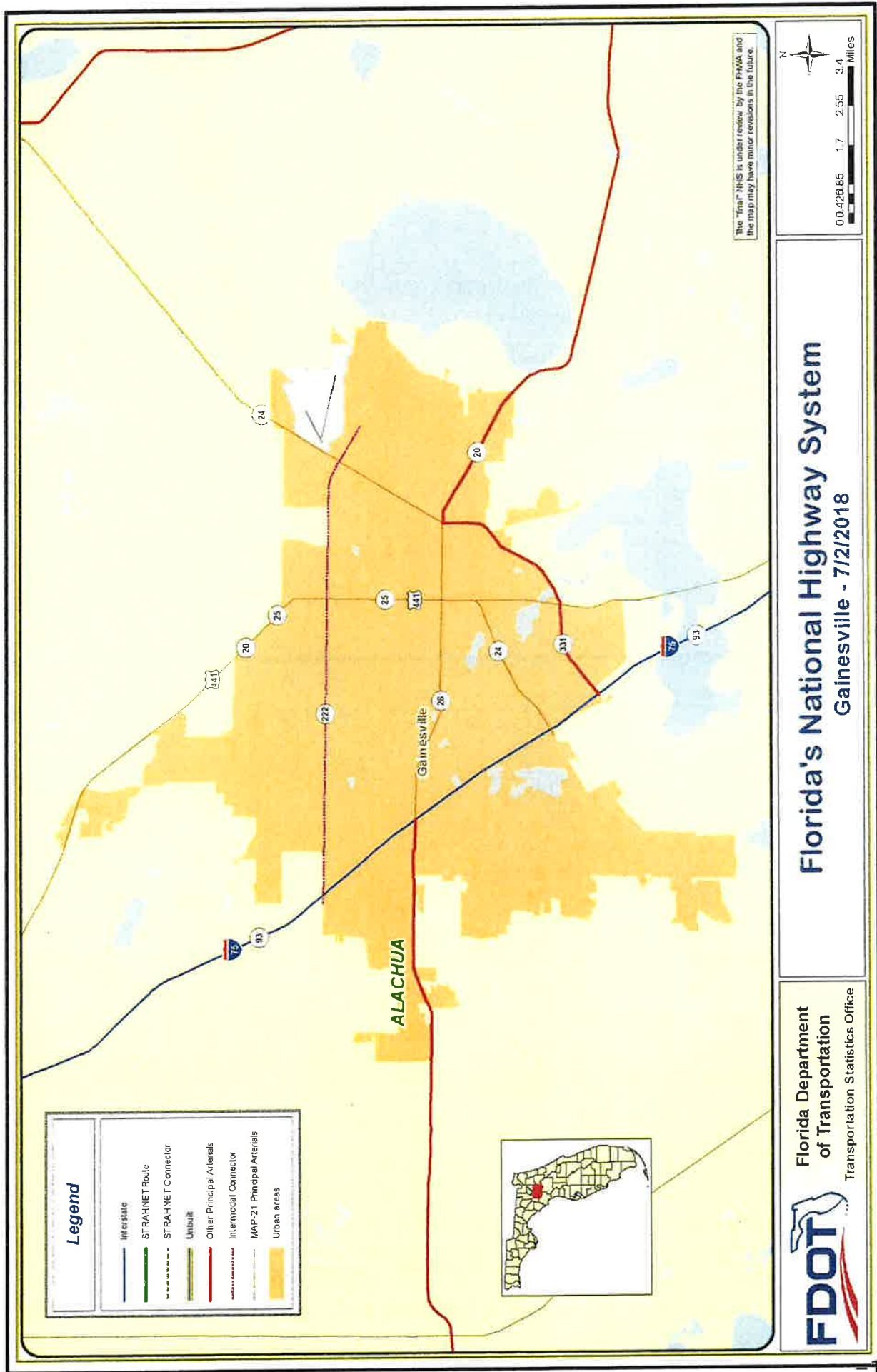


EXHIBIT 2

*Technical correction on due date forthcoming.

Summary of FHWA Performance Measures Implementation Requirements in Florida									
Agency	Safety Measures	Freight Plan	Asset Management Plan ²	Planning Requirements	System Performance Measures ³	Bridge Measures	Pavement Measures		
FDOT Due Date (Target, Plan, etc) MPO Due Date (Target)	Aug 31, 2017	Dec 4, 2017	Apr 30, 2018	May 27, 2018	May 20, 2018	May 20, 2018	May 20, 2018		
	Feb 27, 2018	N/A	N/A	May 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018		
	Apr 18, 2018 ¹	N/A	N/A	May 27, 2018	May 20, 2019	May 20, 2019	May 20, 2019		
L RTP									
L RTP	Safety Measures	Freight Plan	Asset Management Plan ²	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures		
				N/A					
	X	X	X	X					
	X	X	X	X	X	X	X	X	X
S/TIP³									
S/TIP	Safety Measures	Freight Plan	Asset Management Plan ²	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures		
				N/A					
	X	X	X	X					
	X	X	X	X					
	X	X	X	X	X	X	X	X	X
	X	X	X	X	X	X	X	X	X
Legend: Related to Performance Measures (Final Rules: 3/15/16, 1/18/17, 5/19/17) Related to Plans the MPO Needs to Integrate per 23 CFR 306(d)(4), which may or may not have Performance Measures (Federal Register Notice: 10/14/16, Final Rule: 10/24/16) Related to New Planning Requirements (Final Rule: 3/27/16)									

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

Next L RTP Due Dates	
October 2019: Palm Beach (16); Miami-Dade (23)	October 2020: Gainesville (5); Charlotte-Punta Gorda (5); Space Coast (8)
November 2019: Hillsborough (12); North Florida (13)	November 2020: Florida-Alabama (3); Capital Region (16); Ocala-Marion (24)
December 2019: Hernando-Citrus (9); Pinellas (10); Broward (11); Pasco (11)	December 2020: St. Lucie (2); METROPLAN (9); Lake Sumter (9); Indian River (9); Polk (10); Collier (11); Martin (14); Sarasota-Manatee (14); Lee (18)
September 2020: River to Sea (23)	March 2021: Heartland (16)
	June 2021: Bay (22)
	Feb 2022: Okaloosa-Walton (16)

EXHIBIT 3

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

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

Hello Everyone:

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

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

PM 2: Bridge and Pavement

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

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

PM 3: System Performance

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

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

Have a great day,
Mike

Mike Neidhart, PhD, AICP

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



Exhibit 4

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

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 percent	70 percent
Percent of person-miles travelled on the non-Interstate National Highway System that are reliable	50 percent	50 percent
Truck (freight) travel time reliability index	1.75	2.00

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



January 11, 2023

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

FROM: Scott R. Koons AICP, Executive Director 

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

STAFF RECOMMENDATION

FOR INFORMATION ONLY

BACKGROUND:

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

Attachment

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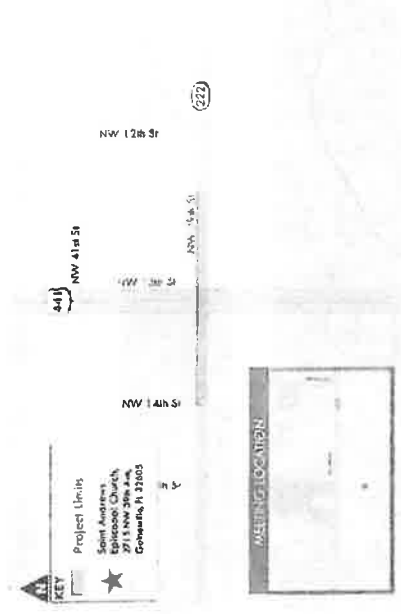
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FDOT HYBRID PUBLIC MEETING

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

The Florida Department of Transportation (FDOT) will host a hybrid public meeting Tuesday, January 24, 2023, to discuss proposed median modifications at the intersection of NW 39th Avenue (SR 222) and NW 13th Street (U.S. 441). Citizens may attend the meeting in person at St. Andrews Episcopal Church, 2715 NW 39th Avenue, Gainesville, FL 32348. Citizens may also participate online at mroads.com/NPH or by phone at (213) 929-4214 access code: 780-905-322. FDOT staff and consultants will be available from 4 to 6 p.m. to answer questions and accept comments. A formal meeting and public comment period will begin at 6 p.m. Both virtual and in-person participants will be given equal opportunity to ask questions and make oral statements that will become part of the public meeting record.



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

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

CA-32112500

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January 11, 2023

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

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: 2020 Census Qualifying Urban Areas and Final Criteria Clarifications

STAFF RECOMMENDATION

FOR INFORMATION ONLY

BACKGROUND:

In the December 29, 2022 Federal Register, the U.S. Census Bureau published its 2020 Census Urban Area populations. Exhibit 1 is an excerpt of the December 29, 2022 Federal Register showing the urban area summary text and the Gainesville Urban Area page of the urban area listings and the text for Final Criteria Clarifications. Exhibit 2 shows the 2020 Census Urban Area populations and housing units for the State of Florida. Please note that the Census Bureau has not yet released the urban area maps.

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

The February 1, 2023 statewide Florida Metropolitan Planning Partnership meeting is tentatively scheduled to have a discussion for:

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

The Florida Metropolitan Planning Partnership consists of staffs from:

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

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

Attachments

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

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

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

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

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

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

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

Issues to Be Discussed at the Public Meeting

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

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

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

Public Meeting

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

Additional Public Notification

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

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

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

Mary Frances Lowe,

U.S. Manager for Codex Alimentarius.

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

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DEPARTMENT OF COMMERCE

Census Bureau

[Docket Number: 221130–0255]

RIN 0607–XC067

2020 Census Qualifying Urban Areas and Final Criteria Clarifications

AGENCY: Census Bureau, Department of Commerce.

ACTION: Notice, technical clarifications.

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

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

FOR FURTHER INFORMATION CONTACT: Vincent Osier, Geography Division, U.S. Census Bureau, via email at geo.urban@

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

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

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

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

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

Urban Areas

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

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

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

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

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

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

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

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

B. Geographic Products

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

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

Clarifications and Additional Information Regarding Published Criteria

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

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

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

A. Identification of Initial Urban Cores

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

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

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

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

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

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

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

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

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

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

B. Inclusion of Noncontiguous Territory via Hops and Jumps

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

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

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

C. Inclusion of Noncontiguous Territory Separated by Exempted Territory

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

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

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

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

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

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

D. Low-Density Fill

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

E. Inclusion of Enclaves

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

F. Inclusion of Indentations

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

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

G. Merging of Eligible Block Aggregations

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

H. Identification of Urban Area Agglomerations (UAA)

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

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

I. Splitting Large Agglomerations

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

J. Assigning Urban Area Titles

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

representation of the extent of the urban area.

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

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

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

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

K. Zero Housing Unit Census Blocks Review

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

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

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

L. Final Urban Area Review

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

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

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

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

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

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

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

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

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

Dated: December 20, 2022.

Shannon Wink,

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

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

BILLING CODE 3510-07-P

DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[B-39-2022]

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

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

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

Dated: December 23, 2022.

Andrew McGilvray,
Executive Secretary.

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

BILLING CODE 3510-DS-P

DEPARTMENT OF COMMERCE

International Trade Administration

[A-580-810, A-583-815]

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

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

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

EXHIBIT 2

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

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



VIII

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January 11, 2023

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

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Florida Department of Transportation Five-Year Tentative Work Program

STAFF RECOMMENDATION

FOR INFORMATION ONLY

BACKGROUND:

Each year, the Metropolitan Transportation Planning Organization is provided an opportunity to comment on the draft Florida Department of Transportation Five-Year Tentative Work Program. The Work Program, as adopted by the Florida Legislature, is used to develop the Metropolitan Transportation Planning Organization Transportation Improvement Program. The Transportation Improvement Program is the short-range implementation document for the Metropolitan Transportation Planning Organization Long-Range Transportation Plan.

At its December 12, 2022 meeting, the Metropolitan Transportation Planning Organization received a presentation on the draft Florida Department of Transportation Five-Year Tentative Work Program Fiscal Years 2023-24 to 2027-28 from the Department.

At the conclusion of the presentation and public comments, 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].

Currently, 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). Perimeter roadways around the University of Florida campus continue to be a significant safety concern and priority of Alachua County, the City of Gainesville, the University of Florida and the Metropolitan Transportation Planning Organization.

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**TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD**

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 8/3/2022	MEETING DATE 11/5/2022	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	P	A	NO
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]	<i>P</i>	P	NO
AARON CARVER Alt - Suzanne Schiemann Alt - Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	P	NO
BRIAN AUSTIN Alt - Achaia Brown	Florida Department of Transportation	P	P	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	University of Florida Transportation & Parking Services	E	P	NO

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

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Italics indicates participation via communications media technology

Attendance Rule:

1. 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.
2. 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	6/1/2022	8/3/2022	10/5/2022	Violation If Absent At Next Meeting 1/18/2023
Craig Brashier	23-Dec	P	E	P	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	E	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	January 19	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.

MEETING SUMMARY

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
LONG-RANGE TRANSPORTATION PLAN WORKING GROUP

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

December 15, 2022
10:00 a.m.

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Chris Dawson Rachel Mandell Deborah Leistner	Brian Austin	Linda Dixon Jesus Gomez Adam Groves* Thomas Hill Chetan Joshi* Like Liu* Alison Moss Krishnan Viswanathan*	Michael Escalante Scott Koons*

I. CALL TO ORDER AND INTRODUCTIONS

Deborah Leistner, City of Gainesville Transportation Planning Manager, called the meeting to order at 2:05 p.m. She introduced herself and asked others to introduce themselves.

II. APPROVAL OF MEETING AGENDA

It was a consensus to move on to discussion items.

III. GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY -
LONG-RANGE TRANSPORTATION PLAN MODEL CONVERSION

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation Central Office and its Model Contractor, PTV Group, Inc. are present to discuss the statewide long-range transportation plan model conversions, including conversion of the Gainesville Urbanized Area Transportation Study model. He introduced Thomas Hill, Florida Department of Transportation, Transportation Modeling Coordinator.

Mr. Hill discussed the model conversion and answered questions.

IV. GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY -
MODELING ANALYSIS UPGRADE

Mr. Escalante stated that the Florida Department of Transportation Central Office has asked that the Gainesville Urbanized Area Transportation Study model be upgraded from the four-step gravity model to a touring model beginning with the 2050 Long-Range Transportation Plan update. He said that Mr. Hill and Adam Groves, PTV Group Senior Account Executive, would discuss the upgrade.

Mr. Escalante noted that staff recommendation is to upgrade the Gainesville Urbanized Area Transportation Study modeling analysis to the touring model and to coordinate with the Florida Department of Transportation and its consultants to revise as needed the scoping of the project and subsequent plan update reports.

Mr. Hill and Mr. Groves discussed upgrading to the touring model analysis and answered questions.

ACTION: Chris Dawson moved to upgrade the Gainesville Urbanized Area Transportation Study modeling analysis to the touring model. Deborah Leistner seconded; motion passed unanimously.

ADJOURNMENT

The meeting adjourned at 2:55 p.m.

*Meeting participation via communications media technology