

Meeting Packet

April 3, 2023

3:00 p.m.



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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

March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Mary Alford, Chair

SUBJECT: **Meeting Announcement**

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

Attached are copies of the meeting agenda.

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

Attachments

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

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

3:00 p.m.
April 3, 2023

STAFF RECOMMENDATION

Page #3 **I. Approval of Meeting Agenda and Consent Agenda Items** **APPROVE BOTH AGENDAS**

The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.

Page #155 **II. Kermit Sigmon Citizens Participation Award - 2022** **PRESENT AWARD**

The Citizens Advisory Committee selected Jan Frentzen as the recipient of the 2022 award.

Page #157 **III. Interstate 75 Master Plan Update - Status Report** **RECEIVE STATUS REPORT**

The Metropolitan Transportation Planning Organization advisory committees recommended that the Florida Department of Transportation provide a status report concerning the preparation of the Interstate 75 (State Road 93) Master Plan Update.

Page #169 **IV. Transportation Improvement Program Amendment - Interstate-75 (State Road 93)** **APPROVE JOINT RECOMMENDATION**

**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]**

Alachua County Trail Rehabilitation Study [452499-1]

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

V. Next Meeting

NO ACTION REQUIRED

The next Metropolitan Transportation Planning Organization meeting is scheduled for June 5, 2023 at 5:00 p.m.

VI. Comments

A. Florida Department of Transportation Report*

B. Public Comment*

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

C. Metropolitan Transportation Planning Organization Members*

D. Chair's Report*

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

*No backup material included with the attached agenda material.



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

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

3:00 p.m.
April 3, 2023

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes - February 6, 2023 **APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #17 CA. 2 Certification - Metropolitan Transportation Planning Process Certification Statement **AUTHORIZE CHAIR SIGNATURE**
Each year, the Metropolitan Transportation Planning Organization and the Florida Department of Transportation are required by federal law and regulation to jointly certify the transportation planning process.
- Page #41 CA. 3 Bicycle/Pedestrian Advisory Board Vacant Position **APPOINT KAI DIAN BOUBACAR**
Kaidian Boubacar has applied for appointment to the Bicycle/Pedestrian Advisory Board.
- Page #45 CA. 4 Title VI/Nondiscrimination Policy Statement **FOR INFORMATION ONLY**
On April 2, 2012, the Metropolitan Transportation Planning Organization authorized the Chief Staff Official to sign this policy statement each year.
- Page #49 CA. 5 Transit Ridership Status Report **FOR INFORMATION ONLY**
The Metropolitan Transportation Planning Organization requested ridership reports to monitor ridership recovery amidst the Covid-19 pandemic.
- Page #59 CA. 6 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 #63 CA. 7 2020 Census Urban Areas Status Report Metropolitan Planning Organization Transportation Planning Process Timeline **FOR INFORMATION ONLY**
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 #67** **CA. 8** **Florida Metropolitan Planning Organization
Advisory Council - Legislative Policy Positions 2023** **FOR INFORMATION ONLY**
- The Florida Metropolitan Planning Organization Advisory Council has provided its legislative policies for the 2023 Legislative Session.
- Page #73** **CA. 9** **Florida Department of Transportation
Performance Measures - February 2023** **FOR INFORMATION ONLY**
- The Florida Department of Transportation has provided updates to its Transportation Performance Measures.
- Page #87** **CA. 10** **Florida Transportation Disadvantaged Program -
Community Transportation Coordinator for Alachua County** **APPROVE
RESOLUTION**
- The Metropolitan Transportation Planning Organization needs to recommend that the Florida Commission for the Transportation Disadvantaged designate MV Transportation, Inc. as the Community Transportation Coordinator for Alachua County for a five-year period commencing July 1, 2023.
- Page #93** **CA. 11** **Transportation Disadvantaged Program - Fiscal Year 2023-24
Planning Grant Program Agreement Resolution** **APPROVE
RESOLUTION**
- The Metropolitan Transportation Planning Organization needs to annually adopt a resolution authorizing the Chair to sign the Transportation Disadvantaged Program Planning Grant Agreement.
- Page #99** **CA. 12** **Transportation Disadvantaged Program -
Alachua County Transportation Disadvantaged Board
Coordinating Board Membership Certification** **AUTHORIZE CHAIR
SIGNATURE**
- The Metropolitan Transportation Planning Organization is required to annually certify the membership composition of the Transportation Disadvantaged Coordinating Board.
- Page #103** **CA. 13** **Transportation Disadvantaged Program -
Alachua County Transportation Disadvantaged Board
Appointment** **APPOINT DIANA BURGOS-GARCIA**
- Diana Burgos-Garcia has applied to serve as the alternate Florida Agency for Persons with Disabilities.
- Page #105** **CA. 14** **Transportation Disadvantaged Program -
Alachua County Transportation Disadvantaged Board
Resolution of Appreciation** **APPROVE RESOLUTION
OF APPRECIATION**
- Sylvia Bamburg served as the alternate Florida Agency for Persons with Disabilities since February 2021.
- Page #109** **CA. 15** **Transportation Disadvantaged Program -
Status Report** **FOR INFORMATION ONLY**
- The Metropolitan Transportation Planning Organization has requested regular status reports concerning this program.
- Page #117** **CA. 16** **Partnering with the Florida Department of Transportation:
A Resource Guide for Local Governments** **FOR INFORMATION ONLY**
- The Florida Department of Transportation has distributed an updated local government resource guide.

Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium
Gainesville, Florida

February 6, 2023
3:00 p.m.

MEMBERS PRESENT
IN PERSON

Mary Alford, Chair
Brian Austin/Greg Evans
Ed Book
Charles Chestnut IV
Linda Dixon/Curtis Reynolds
Desmon Duncan-Walker
Bryan Eastman
Cynthia Moore Chestnut
Anna Prizzia
Reina Saco
Harvey Ward
Marihelen Wheeler
Casey Willits

MEMBERS ABSENT

Ken Cornell

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons
Michael Escalante

MEMBERS PRESENT
VIA COMMUNICATIONS
MEDIA TECHNOLOGY

Gloria James

CALL TO ORDER - February 6, 2023

Chair Mary Alford called the meeting to order at 3:02 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

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

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

Scott Koons, Executive Director, stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add an American Rescue Planning Act of 2021 grant award for a route restoration plan for the Regional Transit System. He discussed the project and answered questions.

Jesus Gomez, Regional Transit System Director, discussed the Federal Transit Administration Section 5310 Operating Small Urban Grant and answered questions.

Chris Dawson, Alachua County Transportation Planning Manager, discussed the proposals for extension of transit service hours.

MOTION: Commissioner Ward moved to approve the Transportation Improvement Program Amendment to add a Federal Transit Administration Section 5310 grant award for the Regional Transit System. Commissioner Chestnut seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
Ed BOOK	X				
			Charles CHESTNUT IV	X	
Desmon DUNCAN-WALKER	X				
Bryan EASTMAN	X				
Cynthia MOORE CHESTNUT	X				
			Anna PRIZZIA	X	
Reina SACO	X				
			Marihelen WHEELER	X	
Harvey WARD	X				
Casey WILLITS	X				
			Mary ALFORD	X	
Totals	7	0		4	0

Motion passed unanimously.

III. PERFORMANCE MEASURES AND TARGETS - BRIDGE AND PAVEMENT (PERFORMANCE MEASURE 2) AND SYSTEM PERFORMANCE (PERFORMANCE MEASURE 3)

Mr. Koons stated that the Florida Department of Transportation has provided its updated bridge, pavement and system performance targets. He reviewed the performance measures and targets and answered questions. He said that the Metropolitan Transportation Planning Organization needs to set bridge, pavement and system performance measures and targets for the National Highway System.

MOTION: Commissioner Chestnut moved to:

- 1. Set Bridge, Pavement and System Performance Targets consistent with the Florida Department of Transportation Targets as shown in Exhibit 1; and**
- 2. Authorize staff to administratively modify the Transportation Improvement Program to incorporate appropriate bridge, pavement and system performance measures and targets language.**

Mayor Ward seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
Ed BOOK	X				
			Charles CHESTNUT IV	X	
Desmon DUNCAN-WALKER	X				
Bryan EASTMAN	X				
Cynthia MOORE CHESTNUT	X				
			Anna PRIZZIA	X	
Reina SACO	X				
			Marihelen WHEELER	X	
Harvey WARD	X				
Casey WILLITS	X				
			Mary ALFORD	X	
Totals	7	0		4	0

Motion passed unanimously.

IV. CARBON REDUCTION STRATEGY

Mr. Koons stated that the Federal Highway Administration will require the Florida Department of Transportation and the 27 metropolitan planning organizations to establish performance measures and targets for greenhouse gas emissions. He reported that once these targets are established, the Florida Department of Transportation and the 27 metropolitan planning organizations must show progress toward achieving the targets. He added that incorporating carbon reduction into long-range transportation plans is also required. He said that April Combs, Florida Department of Transportation Statewide Planning Administrator, was present via communications media technology to discuss carbon reduction strategy requirements.

Ms Combs discussed carbon reduction strategy requirements and answered questions.

Mr. Koons noted that carbon reduction strategies is a requirement for the Year 2050 Long-Range Transportation Plan that needs to be approved by August 24, 2025.

Ms. Combs stated that the Florida Department of Transportation Carbon Reduction Strategies could be incorporated into long-range transportation plans by reference.

V. PASSENGER RAIL UPDATE

Mr. Koons stated that that the Metropolitan Transportation Planning Organization received a passenger rail presentation from Florida Department of Transportation staff at its December 12, 2023 meeting. He reported that the Department posted its draft Florida Rail System Plan for public comment and that staff submitted the Metropolitan Transportation Planning Organization comment for consideration of restoring passenger rail service to Alachua County to the Department comment website.

Chair Alford discussed the restoration of suspended passenger rail routes due to hurricane damage.

A member discussed possible light rail service to the Parker Road area.

Mr. Dawson noted that bus rapid transit and express lanes are in the 2009 Alachua County Mobility Plan, which has an incremental implementation approach and a funding mechanism.

Mr. Gomez discussed bus rapid transit and light rail for consideration in the long-range transportation planning process and funding concerns.

Mr. Dawson discussed possible outreach to Regional Transit System for implementing 2009 Alachua County Mobility Plan projects.

A member discussed street car service report developed by consultants.

Chair Alford requested that light rail transit service be an agenda item for a future meeting.

A member discussed development in the SW 2nd Avenue corridor since there was street car service within the corridor. He noted that multimodal choice also addresses carbon reduction.

VI. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

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

VII. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

There was no report.

B. PUBLIC

There were no public comments.

C. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member discussed possible reunification exercise of emergency services within Alachua County.

A member asked the status of the Alachua County Bicycle/Pedestrian Master Plan.

Mr. Dawson discussed the status of Alachua County Bicycle/Pedestrian Master Plan and answered questions.

A member discussed crashes involving vulnerable populations, a NW 16th Avenue pedestrian-actuated signal crossing as well as a Kanapaha Elementary School crossing and an Alachua County Board of County Commissioners and School Board of Alachua County joint meeting to discuss crosswalks near schools.

A member discussed traffic safety concerns near parks and crosswalks near parks. She also discussed master planning for parks.

A member discussed a right-of-way transfer for the pedestrian-actuated signal crossing adjacent to Cone Park. He also noted the federal funding for the State Road 26 (University Avenue) from NW 22nd Street east to Cone Park.

D. CHAIR'S REPORT

Chair Alford stated that she virtually attended the January 31, 2023 Metropolitan Planning Organization Advisory Council quarterly meeting. She and Mr. Koons noted the two Metropolitan Planning Organization Advisory Council Weekend Institute sessions scheduled for April 15-16, 2023 and May 5-6, 2023.

Mr. Koons discussed the 2020 Census, Transportation Management Area designation and reapportionment.

Chair Alford discussed her concerns of traffic safety and congestion on State Road 24 (Archer Road) and the possibility of amending the Year 2045 Cost Feasible Plan to include the four-laning of State Road 24 (Archer Road) from SW 122nd Street (Parker Road) east to the end of the existing four-lane.

Mr. Koons reported that the four-laning of State Road 24 (Archer Road) from SW 122nd Street (Parker Road) east to the end of the existing four-lane is in the current Year 2045 Needs Plan, but is not included in the Year 2045 Cost Feasible Plan. He said that the Year 2045 Cost Feasible Plan would need to be amended to add this project. He also noted that this project would displace some projects in the current Year 2045 Cost Feasible Plan due to fiscal constraint requirements.

It was a consensus of the Metropolitan Transportation Planning Organization to include consideration of the Year 2045 Cost Feasible Plan to include the four-laning of State Road 24 (Archer Road) from SW 122nd Street (Parker Road) east to the end of the existing four-lane as a future agenda item.

ADJOURNMENT - The meeting was adjourned at 4:23 p.m.

Date

Marihelen Wheeler, Secretary/Treasurer

EXHIBIT A

Interested Citizens

Alachua County

Corbin Hanson*
Alan Yeatter
Chris Dawson
Alison Moss

City of Gainesville

Cynthia Curry
Jesus Gomez
Deborah Leistner*

Florida Department of Transportation

Brian Austin
April Combs
Victoria Kutney

* Via communications media technology
Provided written comments

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

**John R. “Jack” Durrance Auditorium and
Via Communications Media Technology
Gainesville, Florida**

**3:00 p.m.
February 6, 2023**

STAFF RECOMMENDATION

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

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

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

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

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

- Page #59** **CA. 8 Transit Ridership Status Report** **FOR INFORMATION ONLY**

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

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

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

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

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

Exhibit 1

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bridge and Pavement and System Performance Measures and Targets Set February 6, 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.

**CA.2**

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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Certification - Metropolitan Transportation Planning Process Certification Statement

STAFF RECOMMENDATION**Authorize the Chair to sign the attached Joint Certification Statement.****BACKGROUND**

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

A joint review meeting with the Florida Department of Transportation was held on March 15, 2023. As a result of this meeting, the Florida Department of Transportation has not identified any corrective actions for the metropolitan transportation planning process. Attached as Exhibit 1 is the Joint Certification Statement that needs to be signed by the Chair and submitted to the Florida Department of Transportation. Also, attached as Exhibit 2 is a copy of the 2022 Joint Certification Part 1 that addressed Florida Department of Transportation review comments from the March 15, 2023 meeting.

Attachments

EXHIBIT 1
FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Gainesville MTPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 15, 2023.

Based on a joint review and evaluation, the Florida Department of Transportation and the Gainesville MTPO recommend that the Metropolitan Planning Process for the Gainesville MTPO be certified.

Name: Greg Evans
Title: District Secretary (or designee)

Date

Name: Mary Alford, PE
Title: MPO Chairman (or designee)

April 3, 2023
Date



Gainesville MTPO
Joint Certification 2023
3/15/2023

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question using the checkboxes to provide a “yes” or “no.” Below each set of checkboxes is a box where an explanation for each answer is to be inserted. The explanation given must be in adequate detail to explain the question.

FDOT's [MPO Joint Certification Statement](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the document. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and email it with this completed Certification Document to your District MPO Liaison.

Please note that the District shall report the identification of, and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

Part 1

Part 1 of the Joint Certification is to be completed by the MPO.

Part 1 Section 1: MPO Overview

1. Does the MPO have up-to-date agreements such as the interlocal agreement that creates the MPO, the intergovernmental coordination and review (ICAR) agreement; and any other applicable agreements? Please list all agreements and dates that they need to be readopted. The ICAR Agreement should be reviewed every five years and updated as necessary. Please note that the ICAR Agreement template was updated in 2020.

Please Check: Yes ☒ No ☐

The Interlocal Agreement for Creation of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area dated 5/26/04 needs to be reaffirmed in 2024. The Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement dated 1/26/07 was updated on 12/13/22. The Metropolitan Transportation Planning Organization administrative staff services agreement with the North Central Florida Regional Planning Council dated 10/27/16 was renewed on 10/28/21. The Metropolitan Transportation Planning Organization staff services interlocal agreement with the City of Gainesville for the Bicycle/Pedestrian Advisory Board dated 5/22/02 and was updated on 5/11/22.

2. Does the MPO coordinate the planning of projects that cross MPO boundaries with the other MPO(s)?

Please Check: Yes ☒ No ☐

Although the Gainesville Metropolitan Area boundary does not abut the Ocala/Marion County Transportation Planning Organization boundary, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates as needed regarding projects crossing both jurisdictions. These metropolitan planning organizations have established a regional executive committee for the purpose of coordinating Florida Department of Transportation Transportation Regional Incentive Program grant applications and programming. In addition, the Metropolitan Transportation Planning Organization participates in the Florida Metropolitan Planning Organization Advisory Council and utilizes this organization for statewide coordination with other metropolitan planning organizations within Florida.

The last meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area-Ocala/Marion County Transportation Planning Organization Transportation Regional Incentive Grant Program Executive Committee was held on 2/16/16.

3. How does the MPOs planning process consider the 10 Federal Planning Factors ([23 CFR § 450.306](#))?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area planning process provides for consideration of the Bipartisan Infrastructure Law 10 Planning Factors as specified in the Unified Planning Work Program (Appendix C), List of Priority Projects (Appendix A) and Year 2045 Long-Range Transportation Plan
http://ncfrpc.org/mtpo/publications/UPWP/2022/UPWP_2023_2024_admin_mod_arpay1a.pdf

<http://ncfrpc.org/mtpo/publications/LOPP/2022/LOPP22a.pdf>
http://ncfrpc.org/mtpo/publications/LRTP2045/TechnicalReport7_Year2045CostFeasiblePlan01-14-20215P.pdf

4. How are the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process?

Please Check: Yes ☒ No ☐

The transportation plans and programs of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, including the Transportation Improvement Program, Unified Planning Work Program and Long-Range Transportation Plan, are based on a continuing, comprehensive and cooperative process. It is continuing, comprehensive and cooperative in that for the duration of the planning process, the Metropolitan Transportation Planning Organization with the advice of its advisory committees and opportunities for input from freight shippers, public transportation providers and users, adjacent local governments, special interest groups and the general public at-large, has developed its required planning documents with these groups and with the coordination of the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation and the Metropolitan Planning Organization Advisory Council.

5. When was the MPOs Congestion Management Process last updated?

Please Check: Yes ☒ No ☐ N/A ☐

The Multimodal Level of Service Report was updated for 2019 traffic data on 3/12/21. Traffic data 2020 and 2021 has been analyzed.
The Mobility Plan Status Report was updated 1/30/20. The Transit Ridership Monitoring Report was updated 7/11/22.
<http://ncfrpc.org/mtpo/publications/LOS/LOS20RPTGT.pdf>
<http://ncfrpc.org/mtpo/publications/GMACMP/statusrpt18.pdf>
http://ncfrpc.org/mtpo/publications/Transit/2022/Transit_Ridership_Monitoring_Report_2021a.pdf

6. Has the MPO recently reviewed and/or updated its Public Participation Plan (PPPs)? If so, when? For guidance on PPPs, see the Federal Highway Administration (FHWA) checklist in the [Partner Library](#) on the MPO Partner Site.

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviewed and approved revisions to its Public Involvement Plan on July 11, 2022.

7. Was the Public Participation Plan made available for public review for at least 45 days before adoption?

Please Check: Yes ☒ No ☐

A draft copy of the Public Involvement Plan was made available on the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area website. Draft copies were distributed to Alachua County Library District Downtown, Fred Cone, Millhopper and Tower Road branch libraries within the Gainesville Metropolitan Area. The Millhopper branch was inaccessible due to building renovations. Legal advertisements were posted on the gainesville.com and alligator.org websites and placed in The Gainesville Sun on May 26, 2022, The Gainesville Guardian on May 26, 2022 and The Independent Florida Alligator on May 23, 2022.

Part 1 Section 2: Finances and Invoicing

1. How does the MPO ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by FDOT and the Division Administrator of FHWA?

To ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 Code of Florida Regulations and 49 Code of Federal Regulations, and policies and procedures prescribed by the Florida Department of Transportation and the Division Administrator of the Federal Highway Administration, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Federal Highway Administration, Florida Department of Transportation and Metropolitan Planning Organization Advisory Council through its Florida Department of Transportation Liaison and participation on the Florida Metropolitan Planning Partnership. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area participates in appropriate training workshops and webinars.

2. How often does the MPO submit invoices to the District for review and reimbursement?

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area submits invoices to the District for review and reimbursement on a quarterly basis.

3. Is the MPO, as a standalone entity, a direct recipient of federal funds and in turn, subject to an annual single audit?

Yes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is a standalone entity subject to an annual single audit in fiscal years when the amount of federal funds received meets or exceeds \$750,000.

4. How does the MPO ensure their financial management system complies with the requirements set forth in [2 C.F.R. §200.302](#)?

To ensure their financial management system complies with the requirements set forth in 2 Code of Federal Regulations §200.302, the Metropolitan Transportation Planning Organization for the

Gainesville Urbanized Area coordinates with the Florida Department of Transportation and contracts with a certified public accounting firm to conduct an independent financial audit. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area administrative, financial and program staff participate in appropriate training webinars and workshops to assist in complying with the requirements of 2 Code of Federal Regulations §200.302.

5. How does the MPO ensure records of costs incurred under the terms of the MPO Agreement maintained and readily available upon request by FDOT at all times during the period of the MPO Agreement, and for five years after final payment is made?

To ensure records of costs incurred under the terms of the Metropolitan Planning Organization Agreement are maintained and readily available upon request by Florida Department of Transportation at all times during the period of the Metropolitan Planning Organization Agreement, and for five years after final payment is made, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains these records for five years at its business office located at 2009 NW 67th Place, Gainesville, Florida 32653. In addition, electronic records are maintained offsite in accordance with its Continuity of Operations Plan.

6. Is supporting documentation submitted, when required, by the MPO to FDOT in detail sufficient for proper monitoring?

Yes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area submitted supporting documentation, when required, to Florida Department of Transportation in detail sufficient for proper monitoring. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation to ensure sufficient supporting documentation is submitted for proper monitoring.

7. How does the MPO comply with, and require its consultants and contractors to comply with applicable Federal law pertaining to the use of Federal-aid funds and applicable State laws?

To comply with, and require its consultants and contractors to comply with, applicable Federal law pertaining to the use of Federal-aid funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation throughout the transportation planning process, including the Certification process, and includes statements and requires assurances and monitors with its contracts with consultants. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains an agreement for administrative staffing with the North Central Florida Regional Planning Council. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has an Audit Review Committee which provides fiscal oversight.

8. Does the MPO have an existing negotiated indirect cost rate from the Federal government or use the de minimis rate (currently set at 10% of modified total direct costs which may be used indefinitely [\(2 C.F.R. 200.414\(f\)\)](#)?

In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.

Please Check: Indirect Rate ☐ De Minimis Rate ☐ N/A X ☒

- a. If the MPO has an existing negotiated indirect cost rate, did the MPO submit a cost allocation plan?

The Metropolitan Transportation Planning Organization only bills direct expenses.

Part 1 Section 3: Title VI and ADA

1. Has the MPO signed an FDOT Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/ADA Program, and posted for public view a nondiscrimination policy and complaint filing procedure?"

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has signed a Florida Department of Transportation Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/Americans with Disabilities Act Program [Michael Escalante, Senior Planner], and posted for public view a nondiscrimination policy and complaint filing procedure. The sign-in sheets for Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meetings include the Non-Discrimination Statement in English and Spanish. In addition, a Non-Discrimination Statement poster is displayed at long-range transportation plan public hearings and workshops.

2. Do the MPO's contracts and bids include the appropriate language, as shown in the appendices of the [Nondiscrimination Agreement](#) with the State?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area contracts and bids include the appropriate language, as shown in the appendices of the Nondiscrimination Agreement with the State.

3. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with FDOT's procedure?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints that is in compliance with the Florida Department of Transportation procedure. A description of the Metropolitan Transportation Planning Organization non-discrimination complaint process is included in the Public Involvement Plan. A blank copy of the Title VI Complaint/Comment form can be downloaded from the Metropolitan Transportation Planning Organization website at http://ncfrpc.org/mtpo/publications/Title_VI/TVI_Complaint_Form.pdf.

4. Does the MPO collect demographic data to document nondiscrimination and equity in its plans, programs, services, and activities?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area collects appropriate demographic data to document nondiscrimination and equity in its plans, programs, services and activities. Demographic information is included in the Public Involvement Plan. Demographic information will be updated to 2020 Census data for the Public Involvement Plan and the forthcoming long-range transportation plan update.

5. Has the MPO participated in any recent Title VI training, either offered by the State, organized by the MPO, or some other form of training, in the past three years?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has participated in recent Title VI training, either offered by the State, organized by the Metropolitan Planning Organization, or some other form of training, in the past three years. The Metropolitan Transportation Planning Organization participated in several Title VI-related webinars:

1. University of Florida Transportation Institute Webinar: *Intro Transportation Equity* on March 31, 2021;
2. Florida TRANSPLEX Webinar: *Getting from Here to There -- Progress Toward Equity and Inclusiveness* on April 16, 2021 [recording];
3. University of South Florida Webinar - *A Transportation Professional's Guide to Utilizing Video Technology Part 1 of 2* on June 16, 2021;
4. University of South Florida Webinar - *A Transportation Professional's Guide to Utilizing Video Technology Part 2 of 2* on June 23, 2021;
5. United States Department of Transportation Webinar - *Transportation Equity at United States Department of Transportation - Information Session* on June 25, 2021;
6. Federal Highway Administration Americans with Disabilities Act Webinar: *Local Planning Agency Experiences in Transition Plan Implementation* on July 14, 2021; and
7. Federal Highway Administration Americans with Disabilities Act Webinar: *Disability Advisory Groups' Involvement in Local Planning Agency Transition Plan Implementation* on July 21, 2021.

6. Does the MPO keep on file for five years all complaints of ADA noncompliance received, and for five years a record of all complaints in summary form?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would keep all complaints of Americans with Disabilities Act noncompliance on file for one year and a five-year summary of all complaints. There have been no complaints regarding noncompliance

with the Americans with Disabilities Act.

Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises

1. Is the MPO using a qualifications based selection process that is consistent with [2 C.F.R. 200.320 \(a-c\)](#), [Appendix II to Part 200 - Contract Provision](#), and [23 C.F.R. 172](#), and Florida statute as applicable?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area uses a qualifications based selection process that is consistent with 2 Code of Federal Regulations 200.320(a-c), Appendix II to Part 200 - Contract Provision and 23 Code of Federal Regulations, and Florida Statutes as applicable. The qualifications do include any preferences.

2. Does the MPO maintain sufficient records to detail the history of procurement, management, and administration of the contract? These records will include but are not limited to: rationale for the method of procurement, selection of contract type, contractor selection or rejection, the basis for the contract price, contract, progress reports, and invoices.

Note: this documentation is required by [2 C.F.R. 200.325](#) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains sufficient records to detail the history of procurement, management, and administration of contracts, including rationale for the method of procurement, selection of contract type, contractor selection or rejection, the basis for the contract price, contract, progress reports and invoices.

3. Does the MPO have any intergovernmental or inter-agency agreements in place for procurement or use of goods or services?

Please Check: Yes ☐ No ☒

N/A

4. What methods or systems does the MPO have in place to maintain oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains oversight of consultants to ensure that work is being performed in accordance with the terms, conditions and specifications of contracts through regularly scheduled monthly progress meetings.

5. Does the MPO's contracts include all required federal and state language from the MPO Agreement?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area contracts include all required federal and state language from the Metropolitan Planning Organization Joint Participation Agreement with the Florida Department of Transportation.

6. Does the MPO follow the FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area includes its Disadvantaged Business Enterprise Utilization policy statement in its Unified Planning Work Program. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area follows the guidelines outlined in the Florida Department of Transportation Disadvantaged Business Enterprise Program Plan. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will participate in any available Disadvantaged Business Enterprise Utilization policy conducted by the Florida Department of Transportation or Federal Highway Administration.

7. Are the MPOs tracking all commitments and payments for DBE compliance?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area tracks Disadvantaged Business Enterprise participation through the use of the Bid Opportunity List for Professional Consultant Services and Contractual Services form that is included in Long-Range Transportation Plan Update Request for Qualifications. Disadvantaged Business Enterprise participation as well as Bidder Opportunity List information is collected and tracked by the Florida Department of Transportation via the Economic Opportunity Compliance system.

8. The MPO must be prepared to use the Grant Application Process (GAP) to record their professional services contract information starting on July 1, 2022. Has the MPO staff been trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete (Recordings are available on the FDOT Local Programs [webpage](#)).

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff will complete GAP system training by June 30, 2023. Attempts for training in the previous year were hampered by staff turnover at the Central Office and District 2.

9. Does the MPO include the DBE policy statement in its contract language for consultants and subconsultants?

Please Check: Yes ☒ No ☐

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area includes its Disadvantaged Business Enterprise Policy Statement in its contract language for consultants and subconsultants. Per Florida Department of Transportation Disadvantaged Business Enterprise Program Plan, the Disadvantaged Business Enterprise policy statement is included in Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area contract language for all Florida Department of Transportation-funded projects.

10. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes ☒ No ☐ N/A ☐

11. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes ☒ No ☐ N/A ☐

12. Please identify all locally required preference programs applied to contract awards by local ordinance or rule that will need to be removed from Federal-Aid solicitations and contract.

- a) ☐ Minority business
- b) ☐ Local business
- c) ☐ Disadvantaged business
- d) ☐ Small business
- e) ☐ Location (physical location in proximity to the jurisdiction)

- f) ☐ Materials purchasing (physical location or supplier)
- g) ☐ Locally adopted wage rates
- h) ☐ Other: _____

13. Do the MPO contracts only permit the use of the approved FDOT race-neutral program?

Please Check: Yes ☒ **No** ☐ **N/A** ☐

14. Do the MPO contracts specify the race neutral or 'aspirational' goal of 10.65%?

Please Check: Yes ☒ **No** ☐ **N/A** ☐

15. Are the MPO contracts free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes ☒ **No** ☐ **N/A** ☐

16. Do the MPO contracts contain required civil rights clauses, including:

- a. Nondiscrimination in contracting statement (49 CFR 26.13)
- b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
- c. FDOT DBE specifications

Please Check: Yes ☒ **No** ☐ **N/A** ☐

Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPOs noteworthy practices and achievements below.

A. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area participated in meetings of the Florida Metropolitan Planning Organization Advisory Council Best Practices Committee. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area updated its:

1. Annual Multimodal Level of Service Report for 2021 traffic count data; and

2. Annual Transit Ridership Report for Fiscal Year 2021-22 ridership data. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area periodically monitored monthly transit ridership to assess ridership volume recovery from the impacts of the COVID-19 Pandemic.

B. Due to the persistence of the COVID-19 Public Health Emergency, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area conducted hybrid (on-site and virtual) and virtual public meetings in accordance with its Continuity of Operations Plan.

C. Participated with Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation and Florida Metropolitan Planning Organization Advisory Council to consolidate new Federal Highway Administration and Federal Transit Administration planning funds in the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program.

Part 1 Section 6: MPO Comments

The MPO may use this space to make any additional comments or ask any questions, if they desire. This section is not mandatory, and its use is at the discretion of the MPO.

The Metropolitan Transportation Planning Organization currently has a Unified Planning Work Program task to update its website. The website is scheduled to be updated by June 30, 2023..




CA.3

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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Bicycle/Pedestrian Advisory Board Vacant Position

STAFF RECOMMENDATION

Appoint Kaidian Boubacar to the Bicycle/Pedestrian Advisory Board for a term ending December 31, 2025.

BACKGROUND

Kaidian Boubacar has applied to serve a three-year term on the Bicycle/Pedestrian Advisory Board. His application for appointment is attached as Exhibit I.

Attachment

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

BICYCLE/PEDESTRIAN ADVISORY BOARD
APPLICATION

Please return to:

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
c/o North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

Date: 03/21/2023

NAME Kaidian Boubacar, MSW

ADDRESS 1947 nw 34th ave

CITY/STATE/ZIPCODE Gainesville fl 32605

EMAIL Kaidian.cargill@gmail.com

TELEPHONE (HOME) _____

(WORK) _____

(CELL) 3474001030

HOW LONG A RESIDENT OF ALACHUA COUNTY? 10 YEARS

ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES _____ NO X

OCCUPATION Social worker

EDUCATION MSW

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

Founder of Clifton Cargill Jr. foundation, Inc

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

I will attend meetings in accordance with the adopted Bylaws of the Bicycle/Pedestrian Advisory Board. If at any time my business or professional interests conflict with the interests of this board or committee, I will not advocate for any projects or activities from which I may receive financial benefit. Should any business of this board or committee constitute a conflict of interest, I will declare a conflict of interest and submit a Conflict of Interest Form (Form 8B). Additional information on me may be secured from: (List three references - name, address, and telephone number)

Cinton Alford- cinton.alford@ecs4kids.org 352-642-5002

Dekova Batey- bateydt@cityofgainesville.org 352-393-8493

Samarpita@o2bkids.com 352-519-1345 Samarpita Ghosh

Signature



Additional information may be attached to this form

**CA.4**

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March 27, 2027

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Title VI/Nondiscrimination Policy Statement

STAFF RECOMMENDATION**For Information Only.****BACKGROUND**

At its April 2, 2012 meeting, the Metropolitan Transportation Planning Organization authorized the Chief Staff Official to sign the Title VI/Nondiscrimination Policy Statement each year. This policy statement is incorporated into the Unified Planning Work Program and the annual Public Involvement Plan review and update.

Exhibit 1 is the 2023 Title VI/Nondiscrimination Policy Statement signed by Scott R. Koons, AICP, Executive Director.

Attachment

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Dedicated to improving the quality of life of the Region's citizens,
by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area program or activity.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer;
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English;
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations;
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the Florida Department of Transportation District Title VI Coordinator;
5. Participate in training offered on Title VI and other nondiscrimination requirements;
6. If reviewed by Florida Department of Transportation or United States Department of Transportation, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days; and
7. Have a process to collect racial and ethnic data on persons impacted by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated 3/27/23

by 


Scott R. Koons, AICP, Executive Director
Metropolitan Transportation Planning Organization for the
Gainesville Urbanized Area



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

March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transit Ridership Status Report

STAFF RECOMMENDATION**For Information Only.****BACKGROUND**

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

- Discussed and approved its most recent annual ridership report for the Regional Transit System at its July 11, 2022 meeting; and
- Received transit ridership status reports at its October 25, 2021, April 25, 2022, July 11, 2022, October 24, 2022, December 12, 2022, February 6, 2023 and April 3, 2023 meetings.

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

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

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

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

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

Exhibit 4 shows Pre-Covid-19 Fiscal Year 2018-19 sample transit ridership contrasted with Covid-19 Pandemic-impacted plus Fare-Free Fiscal Year 2021-22 sample transit ridership through September 2022. This exhibit shows that ridership was recovering, but was significantly below Pre-Covid-19 Pandemic ridership.

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

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

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

Attachments

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

EXHIBIT 1

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2019-20

Fiscal Year 2019-20

Pre-Covid-19 Pandemic Ridership

Covid-19 Pandemic Ridership

Year	October	November	December	January	February	Sum	March	April	May	June	July	August	September	Sum
Route 1														
2018-19	57,729	45,187	33,612	49,493	44,741	230,762	45,494	45,715	40,318	36,374	40,586	48,590	49,474	306,551
2019-20	53,894	43,234	33,824	48,595	43,437	222,984	27,967	14,903	14,446	19,961	22,080	23,102	19,656	142,115
Ridership Percentage Change						-3.37%								-53.64%
Route 9														
2018-19	62,927	44,318	16,932	46,596	48,371	219,144	38,866	44,830	16,982	14,972	18,390	35,417	53,054	222,511
2019-20	61,789	44,225	17,949	54,315	53,366	231,644	12,648	1,194	939	1,265	1,410	2,079	5,328	24,863
Ridership Percentage Change						5.70%								-88.83%
Route 12														
2018-19	61,371	44,079	23,453	46,823	46,233	221,959	39,822	44,488	24,891	22,218	25,956	39,944	47,972	245,291
2019-20	56,108	41,878	22,499	49,368	48,322	218,175	17,817	4,121	3,673	4,471	5,194	5,884	8,714	49,874
Ridership Percentage Change						-1.70%								-79.67%
Route 20														
2018-19	95,974	70,089	35,864	77,928	79,744	359,599	67,709	77,050	50,881	45,356	56,389	68,388	85,809	451,582
2019-20	90,984	67,886	35,901	74,573	74,157	343,501	24,119	5,791	6,672	8,727	9,358	11,872	16,198	82,737
Ridership Percentage Change						-4.48%								-81.68%
Route 35														
2018-19	73,633	51,313	24,843	60,267	60,804	270,860	48,281	55,332	35,377	32,927	39,683	48,400	60,736	320,736
2019-20	68,404	49,687	25,794	56,747	56,463	257,095	18,754	4,394	5,303	7,277	7,582	8,608	12,665	64,583
Ridership Percentage Change						-5.08%								-79.86%

Percentage Ridership Decrease
Ridership Increase [Full Month]

EXHIBIT 2

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2020-21

Covid-19 Pandemic Ridership

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

Percentage Ridership Decrease
Ridership Increase [Full Month]

EXHIBIT 3

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2021-22

Covid-19 Pandemic Plus Fare-Free Ridership

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2020-21	20,681	16,747	17,714	18,697	18,293	20,846	14,903	14,446	17,051	17,867	23,108	26,385	226,738
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	285,082
Ridership Percentage Change													25.73%
Route 9													
2020-21	5,213	3,490	2,613	5,626	7,453	7,953	1,194	939	1,265	1,410	15,786	32,481	85,423
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	240,415
Ridership Percentage Change													181.44%
Route 12													
2020-21	8,902	7,275	6,710	11,170	12,962	12,814	4,121	3,673	4,471	5,194	24,022	33,545	134,859
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	292,470
Ridership Percentage Change													116.87%
Route 20													
2020-21	17,708	14,351	12,030	19,023	21,737	25,227	5,791	6,672	8,727	9,358	30,123	53,939	224,686
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	394,485
Ridership Percentage Change													75.57%
Route 35													
2020-21	12,808	10,097	8,703	13,828	14,827	16,372	4,394	5,303	7,277	7,582	21,202	37,262	159,655
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
Ridership Percentage Change													64.95%

Percentage Ridership Decrease

Ridership Increase [Full Month]

EXHIBIT 4

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2018-19 - Fiscal Year 2021-22

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

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318	36,374	40,586	48,590	49,474	537,313
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	285,082
Ridership Percentage Change													
-46.94%													
Route 9													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390	35,417	53,054	441,655
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	240,415
Ridership Percentage Change													
-45.56%													
Route 12													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956	39,944	47,972	467,250
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	292,470
Ridership Percentage Change													
-37.41%													
Route 20													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356	56,389	68,388	85,809	811,181
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	394,485
Ridership Percentage Change													
-51.37%													
Route 35													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	591,596
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
Ridership Percentage Change													
-55.48%													

Percentage Ridership Decrease
Ridership Increase [Full Month]

EXHIBIT 5

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2022-23

Covid-19 Pandemic Plus Fare-Free Ridership

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2021-22	24,956	20,475	20,100	20,632	22,011								108,174
2022-23	27,470	22,824	22,645	25,723	24,694								123,356
Ridership Percentage Change													14.03%
Route 9													
2021-22	26,184	25,425	12,283	19,996	19,996								103,884
2022-23	38,302	28,718	13,710	34,177	36,989								151,896
Ridership Percentage Change													46.22%
Route 12													
2021-22	27,098	24,798	15,456	24,998	29,317								121,667
2022-23	43,142	32,862	22,650	38,980	40,566								178,200
Ridership Percentage Change													46.47%
Route 20													
2021-22	46,568	40,093	21,250	29,295	45,140								182,346
2022-23	49,988	38,967	21,095	40,964	44,572								195,586
Ridership Percentage Change													7.26%
Route 35													
2021-22	32,792	24,004	14,684	27,295	26,962								125,737
2022-23	26,573	20,054	12,741	23,995	25,170								108,533
Ridership Percentage Change													-13.68%

Percentage Ridership Decrease

Ridership Increase | Full Month |

EXHIBIT 6

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2018-19 - Fiscal Year 2022-23

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

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2018-19	57,729	45,187	33,612	49,493	44,741								230,762
2022-23	27,470	22,824	22,645	25,723	24,694								123,356
Ridership Percentage Change													-46.54%
Route 9													
2018-19	62,927	44,318	16,932	46,596	48,371								219,144
2022-23	38,302	28,718	13,710	34,177	36,989								151,896
Ridership Percentage Change													-30.69%
Route 12													
2018-19	61,371	44,079	23,453	46,823	46,233								221,959
2022-23	43,142	32,862	22,650	38,980	40,566								178,200
Ridership Percentage Change													-19.71%
Route 20													
2018-19	95,974	70,089	35,864	77,928	79,744								359,599
2022-23	49,988	38,967	21,095	40,964	44,572								195,586
Ridership Percentage Change													-45.61%
Route 35													
2018-19	73,633	51,313	24,843	60,267	60,804								270,860
2022-23	26,573	20,054	12,741	23,995	25,170								108,533
Ridership Percentage Change													-59.93%

Percentage Ridership Decrease
Ridership Increase | Full Month |

EXHIBIT 7

Transit Ridership with Covid-19 and Fare-Free Impacts - Sample Routes

Fiscal Year 2018-19 - Fiscal Year 2021-22

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

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
Route 1													
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318	36,374	40,586	48,590	49,474	439,249
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	229,296
% Change	-56.77%	-54.69%	-40.20%	-58.31%	-50.80%	-45.83%	-47.51%	-39.45%	-33.15%	-41.46%	-39.55%	-46.61%	-47.80%
Route 9													
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390	35,417	53,054	353,184
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	182,386
% Change	-58.39%	-42.63%	-27.46%	-57.09%	-43.33%	-39.54%	-54.07%	-51.85%	-39.46%	-46.97%	-41.04%	-29.98%	-48.36%
Route 12													
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956	39,944	47,972	379,334
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	220,202
% Change	-55.85%	-43.74%	-34.10%	-46.61%	-36.59%	-33.98%	-43.58%	-43.72%	-28.12%	-33.87%	-24.25%	-12.43%	-41.95%
Route 20													
2018-19	95,974	70,089	35,864	77,928	79,744	67,709	77,050	50,881	45,356	56,389	68,388	85,809	656,984
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	319,392
% Change	-51.48%	-42.80%	-40.75%	-62.41%	-43.39%	-42.23%	-54.23%	-61.21%	-52.99%	-61.69%	-59.15%	-45.05%	-51.39%
Route 35													
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	482,460
2021-22	37,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	217,870
% Change	-55.47%	-53.22%	-40.89%	-54.71%	-55.66%	-49.60%	-58.80%	-61.80%	-52.18%	-60.33%	-60.69%	-56.44%	-54.84%

Percentage Ridership Decrease
Ridership Increase [Full Month]

**CA.6**

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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville urbanized Area

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



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



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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: 2020 Census Urban Areas Status Report -
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:

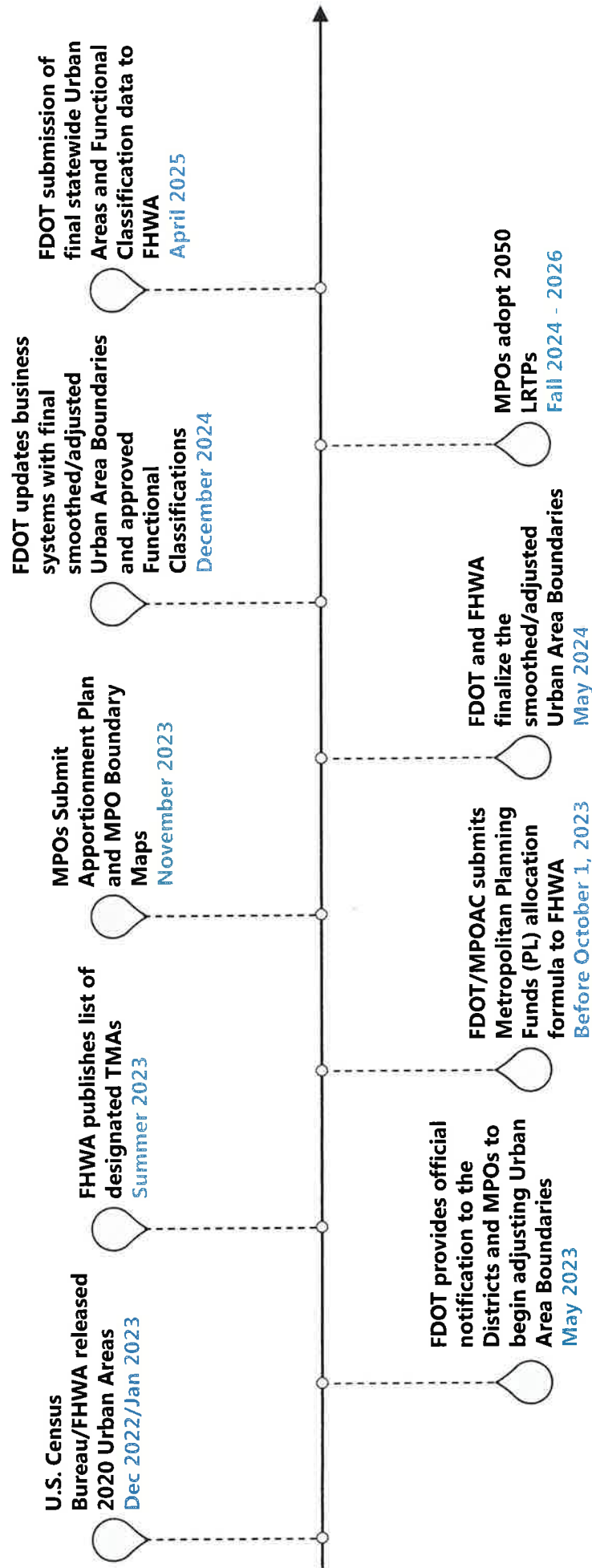
- Florida Department of Transportation notification to begin adjusting urban boundaries;
- Federal Highway Administration publishes list of designated Transportation Management Areas;
- Florida Department of Transportation/Metropolitan Planning Organization Advisory Council submit Planning Fund Formula 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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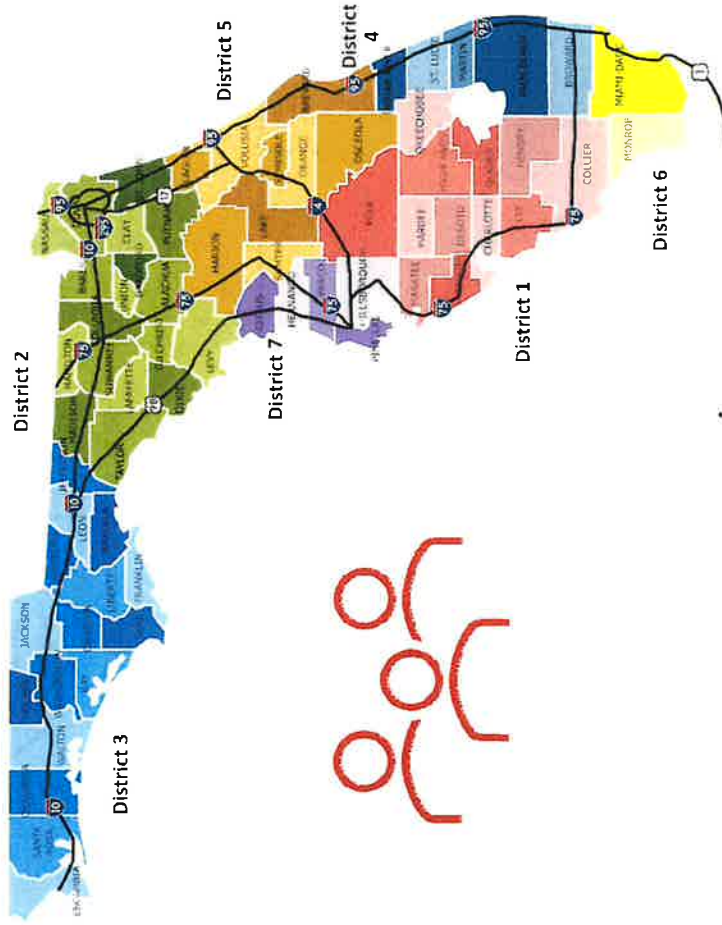


Urban Area Adjustment and Review Process Timeline





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.



**CA.8**

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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Metropolitan Planning Organization Advisory Council -
Legislative Policy Positions 2023

STAFF RECOMMENDATION**No Action Required.**BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has provided a copy of its Legislative Policy Positions 2023.

Attachment

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

EXHIBIT 1

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

2023 POLICY POSITIONS

2023 Policy Position:

- 1. Support an increase in transportation investments through dedicated and sustainable funding, including innovative financing options; encourage partnerships between public and private entities; and facilitate the expedited delivery of projects.**

Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles, such as an electric vehicle registration fee.
- No reduction in local option transportation revenue sources.
- Use the existing MPO and local planning processes to select individual transportation projects rather than legislative appropriations (commonly referred to as earmarks). Ensure that all legislative appropriations that are passed come from non-transportation funding sources (i.e. general revenue funds).
- Fund the Transportation Regional Incentive Program (TRIP) at a predictable level of a minimum of \$250 Million per year.
- Establish flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).
- Make FDOT and Transportation Disadvantaged Trust Fund (TDTF) grants more flexible:
 - Extend TDTF grants for each county to the next year,
 - Allow TDTF funds to be used for meal, grocery, and prescription deliveries, and
 - Allow other FDOT grants to be used on transit improvement and operating funds.

2023 Policy Position:

- 2. Regulate distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.**

The 2018 Florida legislature enacted the “Wireless Communications While Driving” law that makes texting while driving a primary offense. One of the expressed concerns of opponents of this law is the potential for racial profiling during enforcement. This legislative proposal would increase roadway safety by prohibiting the handheld use of electronic wireless devices for any purpose, making enforcement easier and reducing the potential for racial profiling.

2023 Policy Position:

- 3. Add provision to Florida’s Sunshine Law to allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days past the declared emergency dates.**

The ability to hold virtual meetings during the COVID-19 pandemic, resulting from Executive Orders issued by the Governor, was a significant benefit to government agencies and the people of Florida. This proposal would permit units of government to meet virtually, so long as there is an opportunity for the public to participate, upon the declaration of an emergency by the Governor of Florida or the federal government. Recognizing that some declared emergencies can take extended periods of time to recover, this legislative proposal would also include an additional 90 days for governments to repair damaged facilities used to hold meetings or to hold meetings that have already been advertised as being virtual.

In addition, the MPOAC supports the American Planning Association of Florida proposed language to allow virtual meetings in all cases.

APA Florida strongly supports citizen access and public input to the planning process and is committed to improving citizen involvement. APA Florida supports an open and collaborative planning process that encourages meaningful citizen participation and environmental justice through reasonable notice, open public records and accessibility to all stages of the planning process, as well as promoting the use of citizen participation best practices at the local level.

- APA Florida supports legislation that will clarify the use of technology, i.e., virtual meetings to expand access to information and participation in public hearings and meetings.
- APA Florida supports legislation that would permit governmental boards or agencies to conduct meetings using communication technology in lieu of a quorum being physically present.

2023 Policy Position:

- 4. Recognize that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.**

The United States Department of Transportation (USDOT) provides funding to Metropolitan Planning Organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.


**CA.9**

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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Florida Department of Transportation Update -
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).*

PM1

HIGHWAY
SAFETY

PM2

BRIDGE AND
PAVEMENT

PM3

SYSTEM
PERFORMANCE
AND FREIGHT
MOVEMENT

TRANSIT
ASSET
MANAGEMENT
(TAM)

TRANSIT
SAFETY

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

2022

2023

2024

2025

PM2 & PM3

BY DECEMBER 16, 2022**
FDOT establishes statewide targets for 2023 and 2025 and reports performance and targets to FHWA.

BY JUNE 14, 2023
MPOs establish 2025 targets (no later than 180 days after FDOT establishes targets).

BY OCTOBER 1, 2024
FDOT reports statewide performance and progress toward targets.

2022

2023

2024

2025

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

Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905

PM1: Safety (All Public Roads)

EXHIBIT 2



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

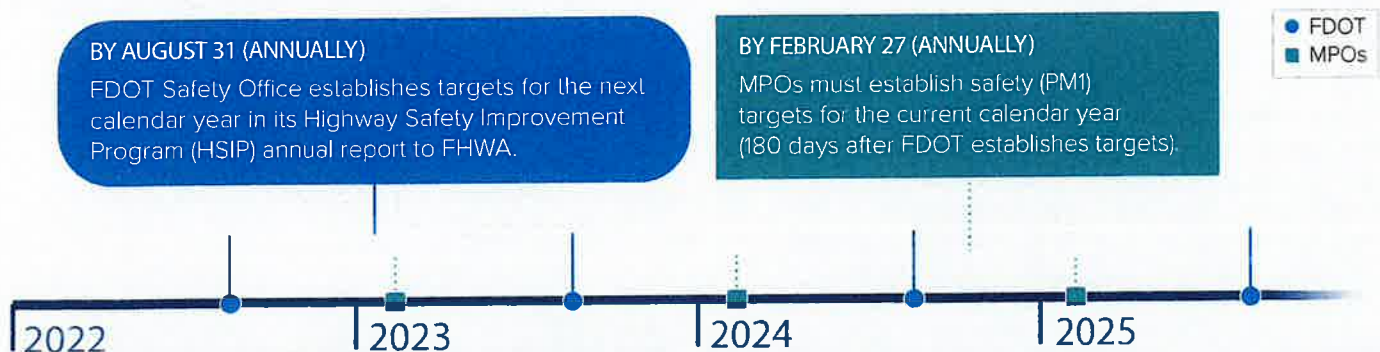
OVERVIEW

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>		

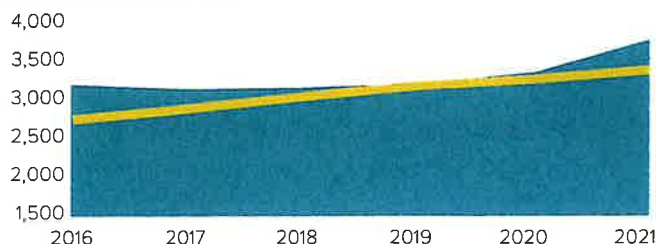
TIMELINE



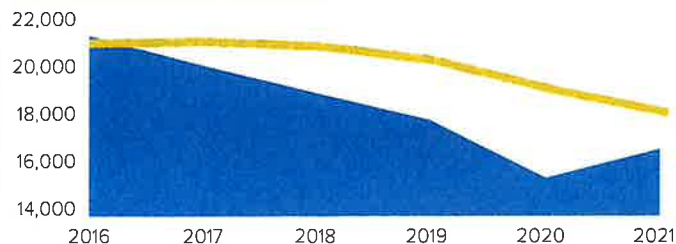
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

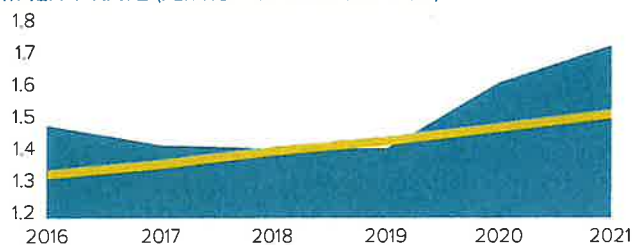
ANNUAL FATALITIES



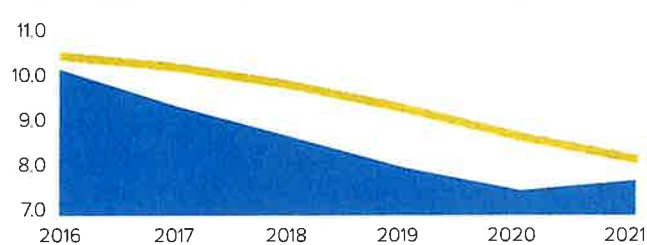
ANNUAL SERIOUS INJURIES



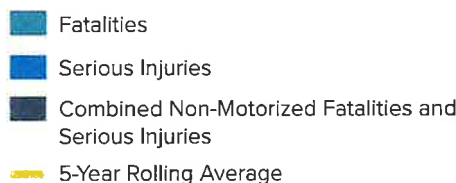
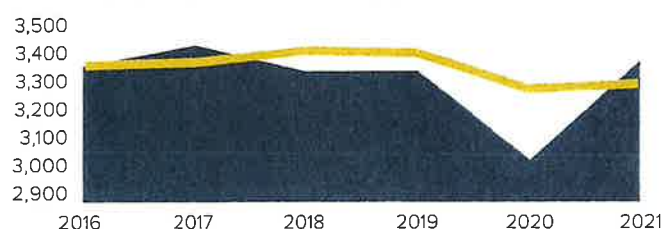
FATALITY RATE (PER HUNDRED MILLION VMT)



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

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905

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

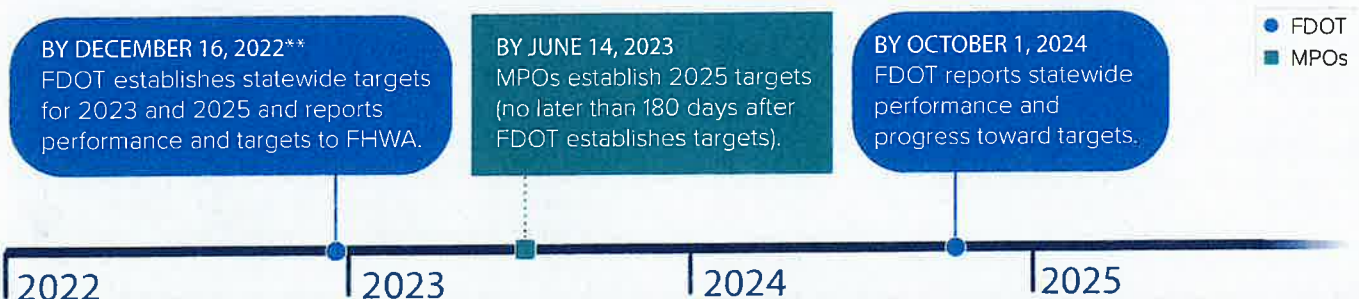
- » Percentage of NHS bridges (by deck area) in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) in **POOR** condition.

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.*

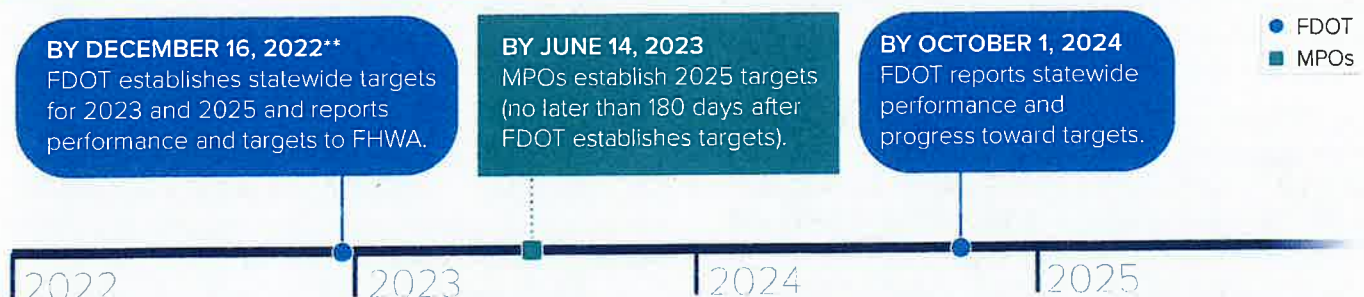
PERFORMANCE MEASURES

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)



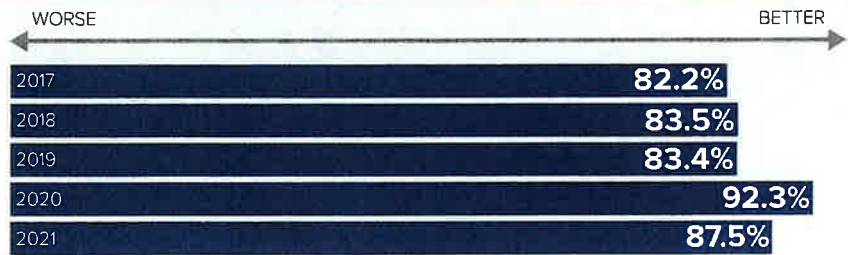
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

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

EXISTING STATEWIDE CONDITIONS

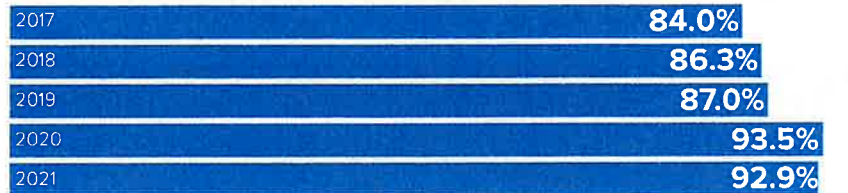
INTERSTATE RELIABILITY

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



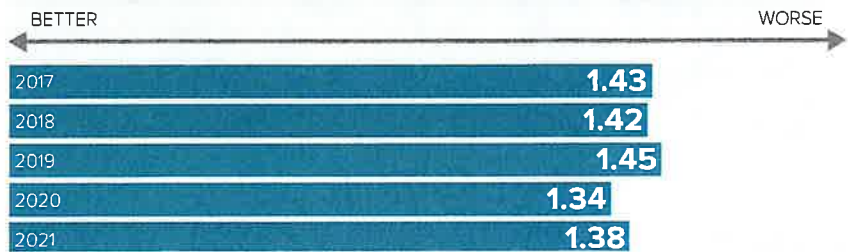
NON-INTERSTATE NHS RELIABILITY

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

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

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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	TIER II
Operates rail	Subrecipient of 5311 funds
OR	OR
≥ 101 vehicles across all fixed route modes	American Indian Tribe
OR	OR
≥ 101 vehicles in one non-fixed route mode	≤ 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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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Transportation Disadvantaged Program
Community Transportation Coordinator for Alachua County

RECOMMENDATION:

Approve attached Resolution No. 2023-01 recommending the Florida Commission for the Transportation Disadvantaged designate MV Contract Transportation, Inc. as the Community Transportation Coordinator for Alachua County for a five-year period effective July 1, 2023.

BACKGROUND:

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the Designated Official Planning Agency for the Transportation Disadvantaged Program for Alachua County. The Florida Commission for the Transportation Disadvantaged requires that the designated official planning agencies conduct the selection process and recommend a Community Transportation Coordinator at the end of each contract period.

MV Contract Transportation, Inc. is the designated Community Transportation Coordinator for Alachua County. MV Contract Transportation, Inc.'s Memorandum of Agreement will expire June 30, 2023.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area issued a request for proposals for Alachua County Community Transportation Coordinator designation on January 5, 2023. MV Contract Transportation, Inc. is the only organization that submitted a proposal in response to the request for proposals.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorized the Executive Director to appoint a Technical Review Committee to review and score proposals for the Alachua County Community Transportation Coordinator. The Technical Review Committee reviewed MV Contract Transportation, Inc.'s proposal and determined that it is responsive to the request for proposals. Therefore, it is recommended that MV Contract Transportation, Inc. be designated the Community Transportation Coordinator for Alachua County for a five-year period effective July 1, 2023.

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

Attachment

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RESOLUTION NO. 2023-01

A RESOLUTION OF THE METROPOLITAN
TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
RECOMMENDING THE FLORIDA COMMISSION
FOR THE TRANSPORTATION DISADVANTAGED
DESIGNATE MV CONTRACT TRANSPORTATION,
INC. THE COMMUNITY TRANSPORTATION
COORDINATOR FOR ALACHUA COUNTY

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is designated by the Florida Commission for the Transportation Disadvantaged as the Official Planning Agency for the Transportation Disadvantaged Program for Alachua County;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to recommend the designation of the Community Transportation Coordinator for Alachua County in accordance with Rule 41-2.010 (1), Florida Administrative Code;

WHEREAS, the designation of the Community Transportation Coordinator will be accomplished through public competitive bidding or proposals in accordance with Rule 41-2.010 (3), Florida Administrative Code;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area issued Request for Proposals No. 2023-01 for designation of the Alachua County Community Transportation Coordinator on January 4, 2023;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received one proposal from MV Contract Transportation, Inc. in response to Request for Proposals No. 2023-01; and

WHEREAS, the proposal submitted by MV Contract Transportation, Inc. was determined to be responsive to Request for Proposals No. 2023-01.

NOW, THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA THAT:

In accordance with Chapter 427, Florida Statutes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area recommends the Florida Commission for the Transportation Disadvantaged designate MV Contract Transportation, Inc. the Community Transportation Coordinator for Alachua County for a five-year period effective July 1, 2023.

DULY ADOPTED in regular session, this 3rd day of April A.D., 2023.

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

Mary Alford, Chair

ATTEST:

Marihelen Wheeler, Secretary/Treasurer

APPROVED AS TO FORM

Corbin Hanson, Attorney
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution 2023-01, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 3rd day of April , A.D., 2023.

WITNESS my hand this _____ day of _____, A.D., 2023.

Marihelen Wheeler, Secretary/Treasurer

**CA.11**

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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program -
Fiscal Year 2023-24 Planning Grant Program Agreement Resolution

STAFF RECOMMENDATION

Approve the attached Resolution No. 2023-02 authorizing the Executive Director to sign the Fiscal Year 2023-24 Transportation Disadvantaged Planning Grant Program Application for Alachua County and authorizing the Chair to execute the Fiscal Year 2023-24 Transportation Disadvantaged Program Planning Grant Agreement for Alachua County.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the designated official planning agency for the Transportation Disadvantaged Program for Alachua County. As the designated official planning agency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for Transportation Disadvantaged Program planning and providing the Alachua County Transportation Disadvantaged Coordinating Board with sufficient staff support and resources to enable the Board to fulfill its responsibilities.

Attached Resolution No. 2023-02 authorizes the Chair to sign the Fiscal Year 2023-24 Transportation Disadvantaged Planning Grant Program Agreement with the Florida Commission for the Transportation Disadvantaged. The Planning Grant Program Agreement provides the funding needed to provide staff services to the Coordinating Board.

Attachment

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RESOLUTION NO. 2023-02

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN THE FISCAL YEAR 2023-24 TRANSPORTATION DISADVANTAGED PLANNING GRANT PROGRAM APPLICATION FOR ALACHUA COUNTY AND AUTHORIZING THE CHAIR TO EXECUTE THE FISCAL YEAR 2023-24 TRANSPORTATION DISADVANTAGED PROGRAM PLANNING AGREEMENT FOR ALACHUA COUNTY WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED; REPEALING ALL RESOLUTIONS IN CONFLICT; PROVIDING AN EFFECTIVE DATE

WHEREAS, Chapter 427, Florida Statutes and Rule 41-2.009, Florida Administrative Code designates metropolitan planning organizations as designated official planning agencies for the Transportation Disadvantaged Program in urbanized areas;

WHEREAS, the designated official planning agency is responsible for Transportation Disadvantaged Program planning and providing the local Transportation Disadvantaged Coordinating Board with sufficient staff support and resources to enable the Board to fulfill its responsibilities;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the designated official planning agency for the Transportation Disadvantaged Program for Alachua County; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into the Fiscal Year 2023-24 Transportation Disadvantaged Planning Grant Program Agreement and to undertake a transportation disadvantaged service project, as authorized by Section 427.0159, Florida Statutes and Rule 41-2, Florida Administrative Code.

NOW THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA:

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into the above referenced grant agreement.
2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chair to execute the above referenced grant agreement on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the Florida Commission for the Transportation Disadvantaged.
3. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes the Chair to sign any and all assurances, agreements or contracts that is required in connection with the agreement.
4. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to act in connection with the agreement and to provide such additional information as may be required by the Florida Commission for the Transportation Disadvantaged.

5. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any and all reimbursement invoices, warranties, certification and any other documents that may be required in connection with the agreement.

6. That all resolutions or portions of resolutions in conflict with this resolution are hereby repealed to the extent of such conflict.

7. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 3rd day of April A.D., 2023.

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

Mary Alford, Chair

ATTEST:

Marihelen Wheeler, Secretary/Treasurer

APPROVED AS TO FORM

Corbin Hanson, Attorney
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution No. 2022--01, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 3rd day of April, A.D., 2023.

WITNESS my hand this 3rd day of April, A.D., 2023.

Marihelen Wheeler, Secretary/Treasurer

**CA.12**

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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program
Alachua County Transportation Disadvantaged Coordinating Board
Membership Certification

STAFF RECOMMENDATION

Authorize the Chair to sign the attached Alachua County Transportation Disadvantaged Coordinating Board Membership Certification.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the designated official planning agency for the Transportation Disadvantaged Program for Alachua County. As the designated official planning agency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to annually certify membership of the Alachua County Transportation Disadvantaged Coordinating Board.

The attached form certifies that the membership of the Coordinating Board is established pursuant to Rule 41-2.012(3) of the Florida Administrative Code. This form also certifies that the membership of the Coordinating Board represents, to the maximum extent feasible, a cross section of the local community.

Attachment

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**ALACHUA COUNTY
TRANSPORTATION DISADVANTAGED COORDINATING BOARD
MEMBERSHIP CERTIFICATION**

Name: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Address: 2009 N.W. 67th Place
Gainesville, Florida 32653-1603

The Designated Official Planning Agency named above hereby certifies to the following:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41-2.012(3), Florida Administrative Code, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature: _____ Date: _____
Mary Alford, Chair

REPRESENTATION	MEMBER	ALTERNATE	TERM ENDING
Local Elected Official/Chair	Charles S. Chestnut, IV		No Term
Elderly	Marie Small	Vacant	6/30/2023
Disabled	Spencer Morton	Vacant	6/30/2024
Citizen Advocate	Vacant	Vacant	6/30/2024
Citizen Advocate/User	Vacant	Vacant	6/30/2024
Children at Risk	Vacant	Vacant	6/30/2025
Florida Association for Community Action	Tiffany McKenzie	Caroline Ruff-Looney	6/30/2023
Public Education	Vacant	Vacant	No Term
Florida Agency for Persons with Disabilities	Sheryl Dick-Stanford	<u>Diana Burgos-Garcia</u>	No Term
Florida Department of Transportation	Janell Damato	Christina Nalsen	No Term
Florida Department of Children and Families	John Wisker	Louella Teague	No Term
Florida Department of Elder Affairs	Jeff Lee	Nick Hauzer	No Term
Florida Department of Education	Vacant	Vacant	No Term
Florida Agency for Health Care Administration	Reeda Harris	Pamela Hagley	No Term
Regional Workforce Development Board	Phyllis Marty	Anna Mendoza	No Term
Veteran Services	Albert Linden, Jr.	Vacant	6/30/2023
Local Mass Transit	Jesus Gomez	Mildred Crawford	No Term
Transportation Industry	Vacant	Vacant	6/30/2025
Local Medical Community	Erica Barnard	Vacant	6/30/2025

**CA.13**

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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Alachua County
Transportation Disadvantaged Coordinating Board Appointment

RECOMMENDATION

Appoint Diana Burgos-Garcia as the alternate Florida Agency for Persons with Disabilities Representative on the Alachua County Transportation Disadvantaged Coordinating Board.

BACKGROUND

According to Rule 41-2.012 of the Florida Administrative Code, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. Diana Burgos-Garcia has been nominated to serve as the alternate Florida Agency for Persons with Disabilities Representative on the Alachua County Transportation Disadvantaged Coordinating Board.

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

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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Alachua County
Resolution of Appreciation

RECOMMENDATION:

Approve the attached resolution of appreciation for Sylvia Bamburg.

BACKGROUND:

The attached resolution of appreciation is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Sylvia Bamburg served as the alternate Florida Agency for Persons with Disabilities Representative on the Board since February 2021.

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

Attachment

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RESOLUTION

WHEREAS, Sylvia Bamburg has served as the alternate Florida Agency for Persons with Disabilities Representative on the Alachua County Transportation Disadvantaged Coordinating Board since February 2021; and

WHEREAS, Sylvia Bamburg ably discharged the duties of the alternate Florida Agency for Persons with Disabilities Representative on the Alachua County Transportation Disadvantaged Coordinating Board;

NOW, THEREFORE, BE IT RESOLVED: That the members and staff of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area do hereby express their appreciation to Sylvia Bamburg for dedicated service rendered to the Alachua County Transportation Disadvantaged Coordinating Board, and concern for the transportation disadvantaged needs of Alachua County and the State of Florida; and

BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for all citizens of the community to view and recognize the accomplishments and service of Sylvia Bamburg.

Mary Alford, PE, Chair

*ADOPTED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA*

April 3, 2023
Date



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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Transportation Disadvantaged Program - Status Report

RECOMMENDATION

For Information Only.

BACKGROUND

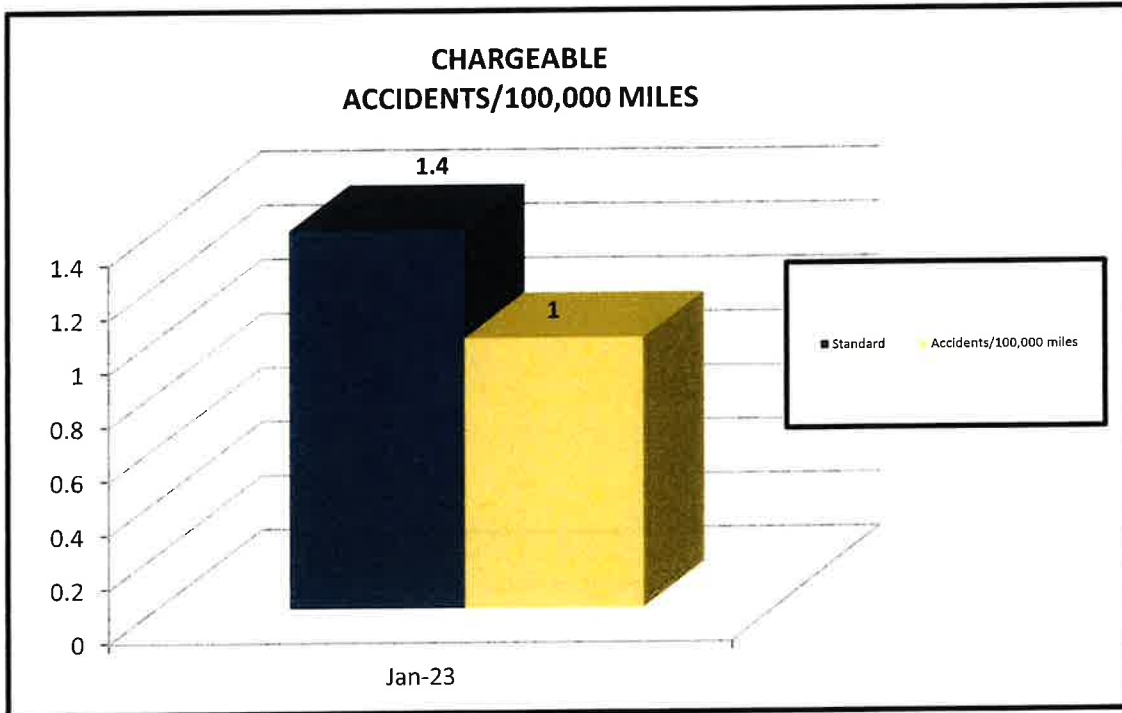
Attached are the January 2023 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

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**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY JANUARY 2023**

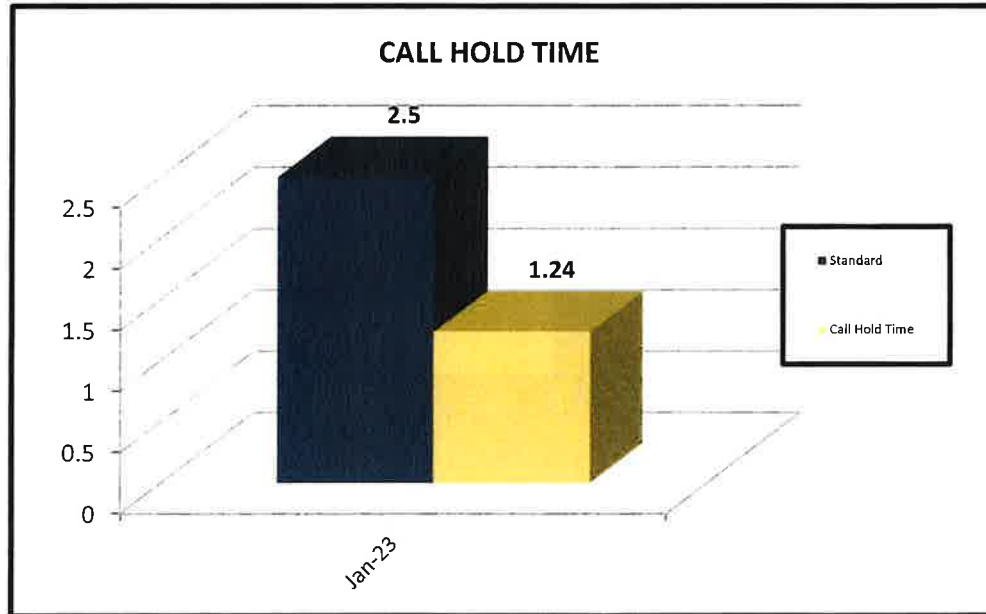
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Jan-23	1.4	1



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JANUARY 2023**

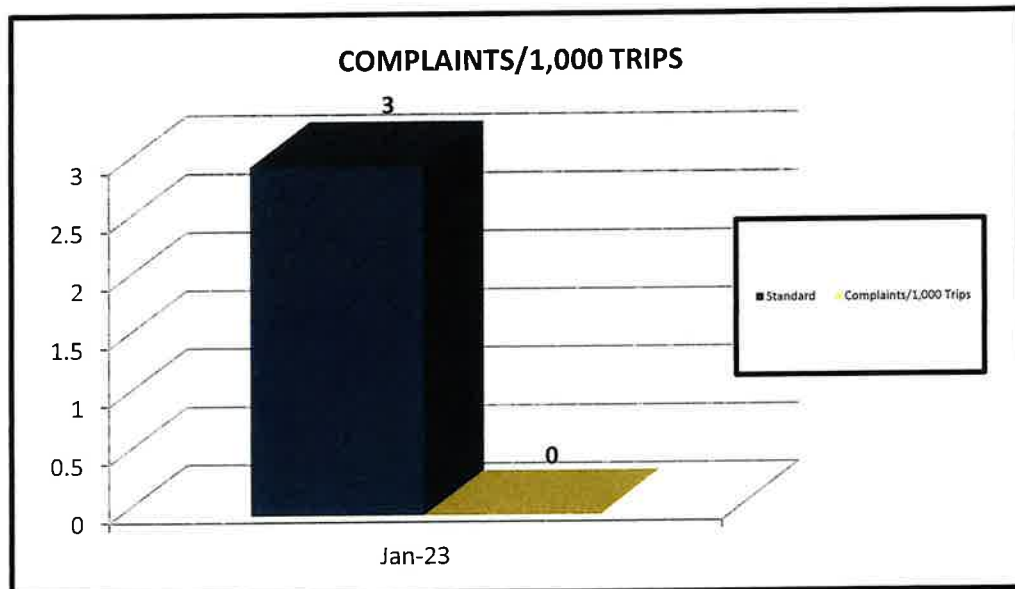
MONTH	STANDARD	CALL HOLD TIME
Jan-23	2.5	1.24



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN STANDARDS
ALACHUA COUNTY, JANUARY 2023**

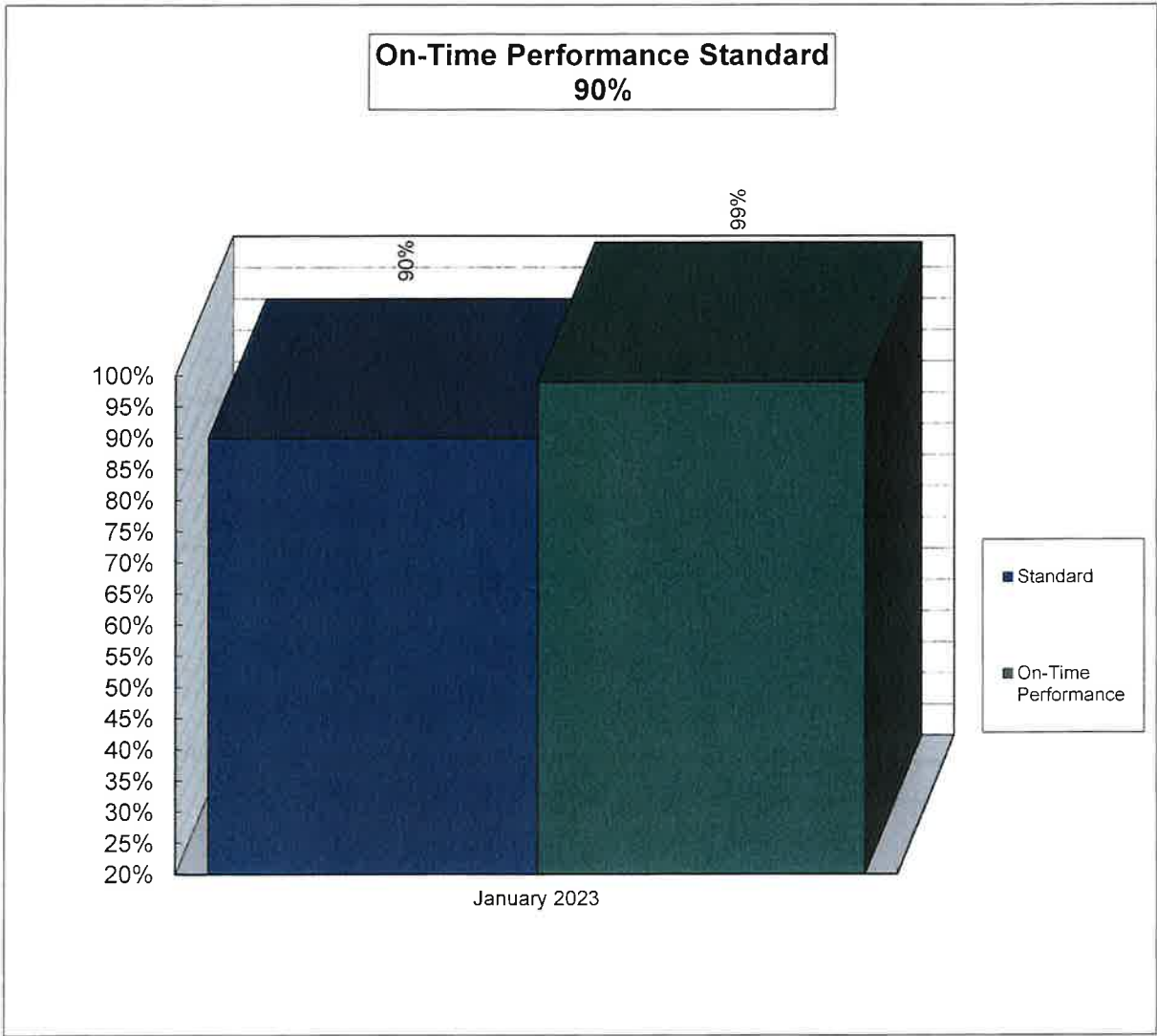
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jan-23	3	0



Source: MV Contract Transportation, Inc. Operations Report

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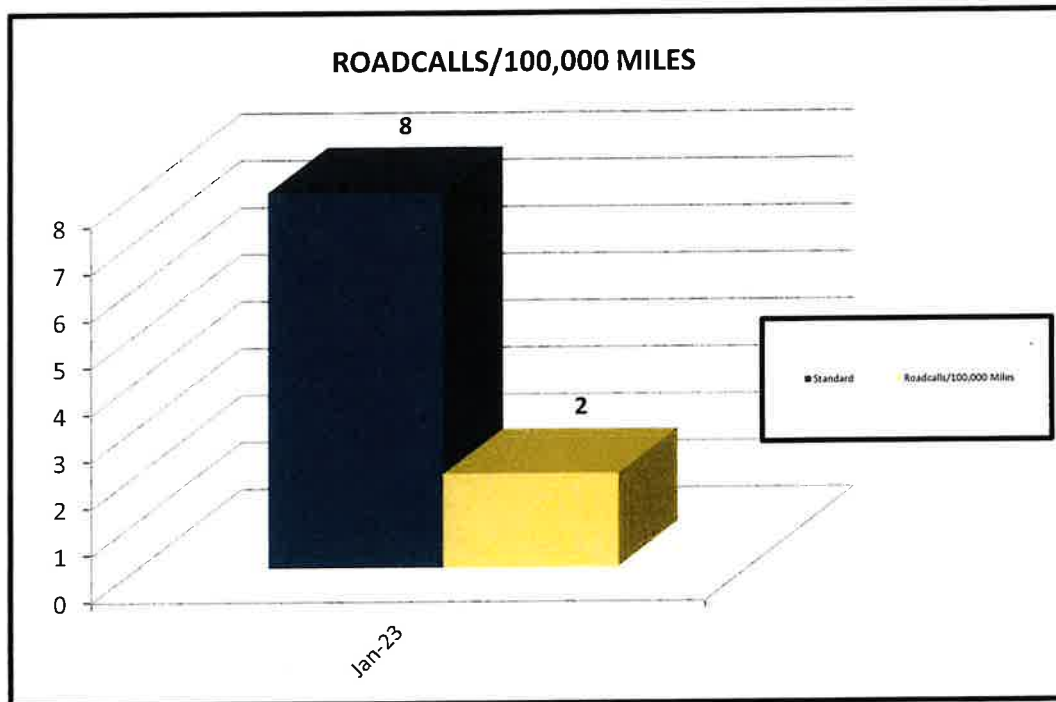
STANDARDS OF PERFORMANCE
ALACHUA COUNTY
JANUARY 2023



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

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, JANUARY 2023

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jan-23	8	2



Source: MV Contract Transportation, Inc. Operations Report



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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Partnering with the Florida Department of Transportation:
A Resource for Local Governments.

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The Florida Department of Transportation has distributed an updated resource guide for local government assistance and partnership for the maintenance and enhancement of a safe, sustainable and reliable transportation system (see Exhibit 1).

Also attached is a copy of the Florida Department of Transportation Local Government Transportation Funding Option Subject Brief (see Exhibit 2).

Attachments

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January 2023

Partnering with FDOT:

A Resource Guide for Local Governments

THIS RESOURCE GUIDE:

- Provides guidance to local governments on how to partner with the FDOT
- Provides an overview of transportation planning and programming
- Provides insight on how FDOT can assist with advancing and completing local priority projects
- Describes the FDOT funding programs and eligible project types

1. FDOT
Overview2. Transportation
Planning & Programming3. Transportation
Practices4. Transportation
Project Development5. Transportation
Funding



TABLE OF CONTENTS

1. FDOT OVERVIEW	1-1
2. TRANSPORTATION PLANNING & PROGRAMMING	2-1
3. TRANSPORTATION PRACTICES	3-1
4. TRANSPORTATION PROJECT DEVELOPMENT	4-1
5. TRANSPORTATION FUNDING	5-1

KEY DISTRICT CONTACTS

Click on the link below to be directed

[DISTRICT 1](#)

[DISTRICT 2](#)

[DISTRICT 3](#)

[DISTRICT 4](#)

[DISTRICT 5](#)

[DISTRICT 6](#)

[DISTRICT 7](#)

[FLORIDA'S TURNPIKE](#)

INTRODUCTION

This Resource Guide for Local Governments (or Resource Guide) provides information for local governments to effectively partner with the Florida Department of Transportation (FDOT) to plan, design, and construct safe and efficient transportation facilities. Through collaboration, the FDOT and Florida's communities can develop a transportation system that better coordinates land uses and transportation infrastructure at the local and regional level. Collaboration and coordination are essential for working together to grow Florida's economy, protect our natural resources, and nourish our communities.

Florida's communities identify transportation infrastructure needs and priorities through planning initiatives such as local visioning efforts, comprehensive plans, long range transportation plans, and mode-specific plans. By partnering early and consistently, the FDOT and local governments can advance local transportation initiatives in a unified effort, resulting in a more efficient project delivery process, maximizing limited funding, and enhancing Florida's communities.

This Resource Guide provides an overview of the FDOT by identifying key offices and roles and summarizing Florida's transportation planning, programming, and project delivery processes. In addition, the Resource Guide describes the project development cycle and phases, including typical timeframes, and the appropriate District staff to contact for support. The Resource Guide for Local Governments also discusses key federal and state transportation funding sources, including direction regarding project eligibility.

Continuous collaboration during the transportation planning, programming, and project delivery processes builds stronger partnerships that result in more efficient and effective implementation of transportation projects to meet local needs. Partnerships and collaboration also support the integration of land use and transportation at the regional level.



1 FDOT OVERVIEW

FDOT Mission and Vision

Our Mission

The FDOT will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

In order to achieve FDOT's mission, the Department priorities include improving safety, enhancing mobility, and inspiring innovation. These core areas are at the forefront of everything FDOT does while serving the residents and visitors of Florida.

Subject Briefs

FDOT maintains diverse policies, initiatives, and technical assistance materials. Many current topics are discussed in subject briefs.

<https://www.fdot.gov/planning/policy/documents.shtm>

Our Vision

As one FDOT team, we serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.

Our Values



ONE FDOT

We are one agency,
one team.



INTEGRITY

We always do what
is right.



RESPECT

We value diversity, talent
and ideas.



COMMITMENT

We do what we say we
are going to do.



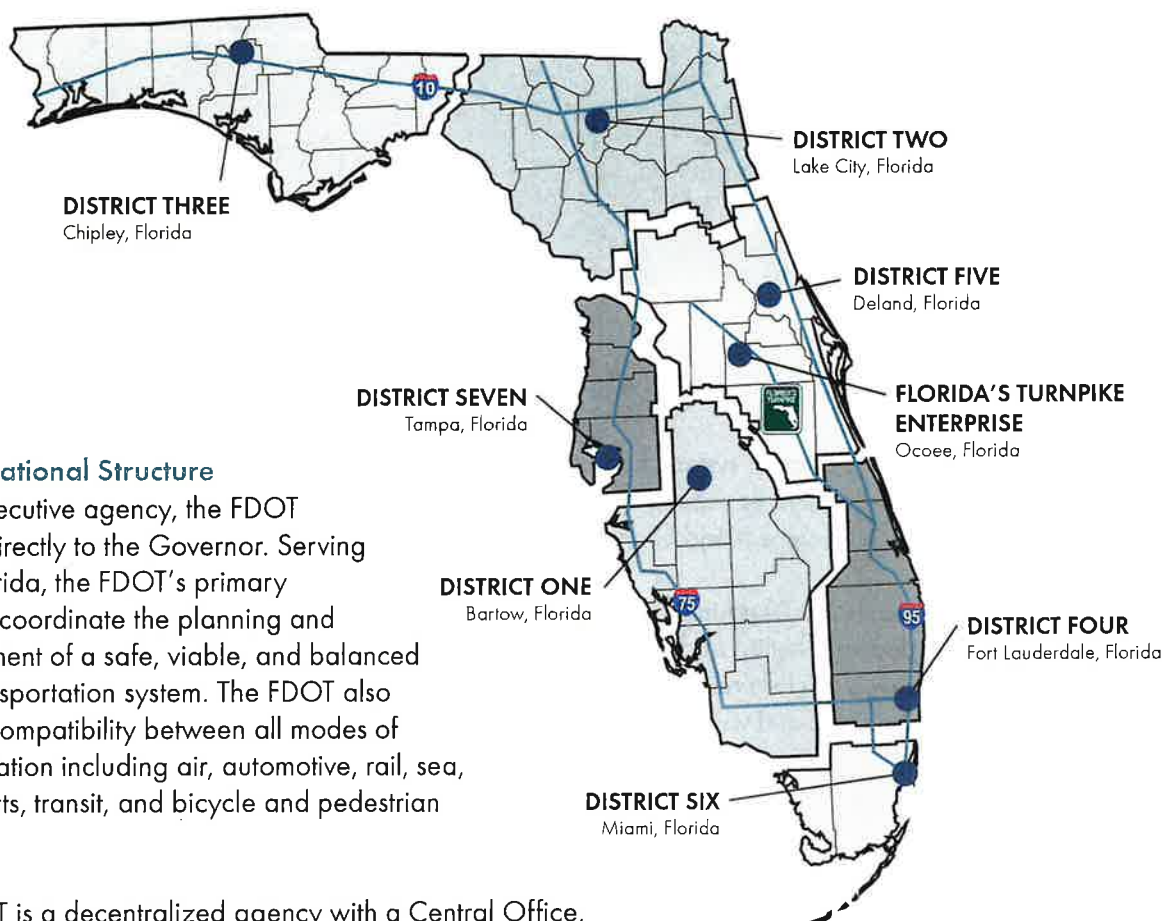
TRUST

We are open
and fair.



CUSTOMER DRIVEN

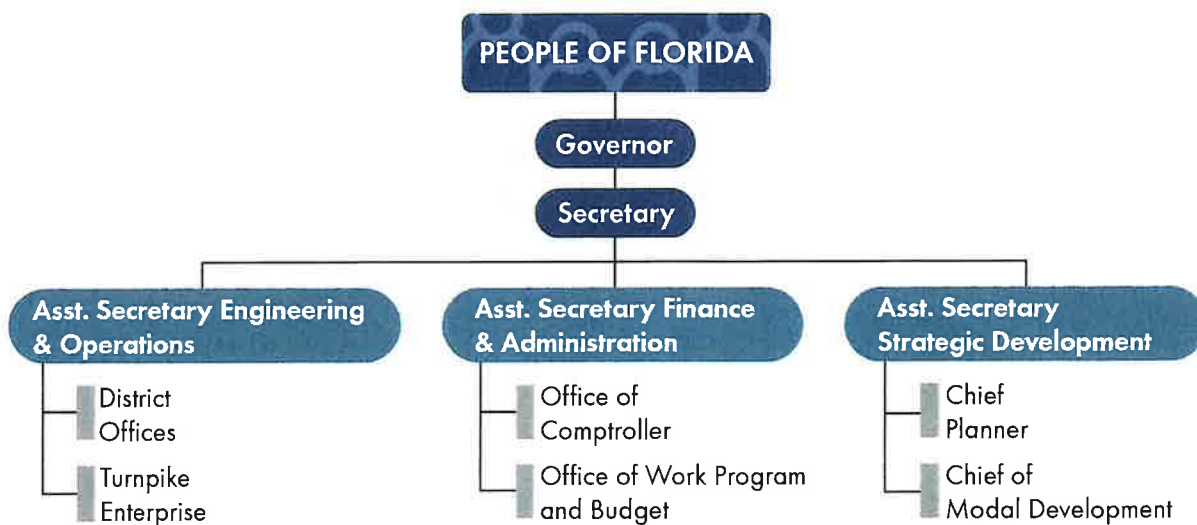
We listen to our
customers.



Organizational Structure

As an executive agency, the FDOT reports directly to the Governor. Serving all of Florida, the FDOT's primary role is to coordinate the planning and development of a safe, viable, and balanced state transportation system. The FDOT also ensures compatibility between all modes of transportation including air, automotive, rail, sea, spaceports, transit, and bicycle and pedestrian facilities.

The FDOT is a decentralized agency with a Central Office, seven Districts, and Florida's Turnpike Enterprise, per Section 20.23, Florida Statutes. The Secretary oversees the FDOT, with a District Secretary managing each District and an Executive Director overseeing Florida's Turnpike Enterprise. Central Office establishes policies, rules, procedures, and standards to support a consistent statewide approach across the FDOT. Each District has major divisions for Administration, Planning, Production, and Operations and has a Public Information Officer that reports to the District Secretary and a District Chief Counsel that reports to the FDOT General Counsel at Central Office. For more information visit: <https://www.fdot.gov/agencyresources/organization.shtm>.



2 TRANSPORTATION PLANNING & PROGRAMMING

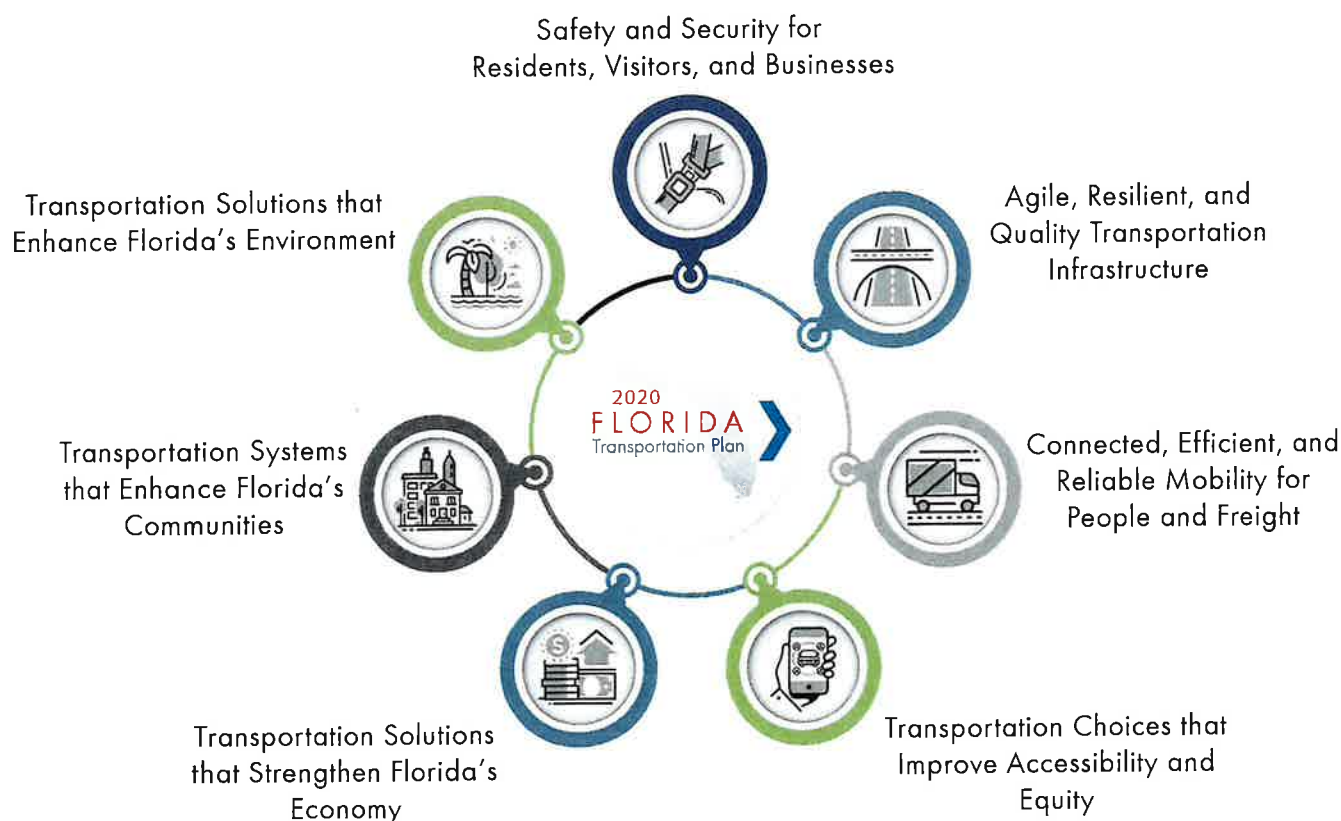
The Florida Transportation Plan

Per Section 339.155, Florida Statutes, and 23 CFR 450.216, the FDOT develops and regularly updates the Florida Transportation Plan (FTP) in conjunction with transportation planning, modal, environmental, and business partners. A plan for ALL of Florida, the FTP guides Florida's transportation future by providing direction to all organizations that are involved in the planning and managing of Florida's transportation system, including statewide, regional, and local partners.

The FTP is the FDOT's overarching long range plan informing the development of statewide plans and programs, such as mode-specific plans, the Strategic Highway Safety Plan (SHSP), and the Strategic Intermodal System (SIS) Policy Plan. These plans are described later in this Resource Guide in the **Transportation Funding** component on page 5-2. Visit www.floridatransportationplan.com to learn about the current goals and strategies driving Florida's transportation future.

Modes include any of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger and freight), transit, space, and water.

Modal partners operate and manage the modes.

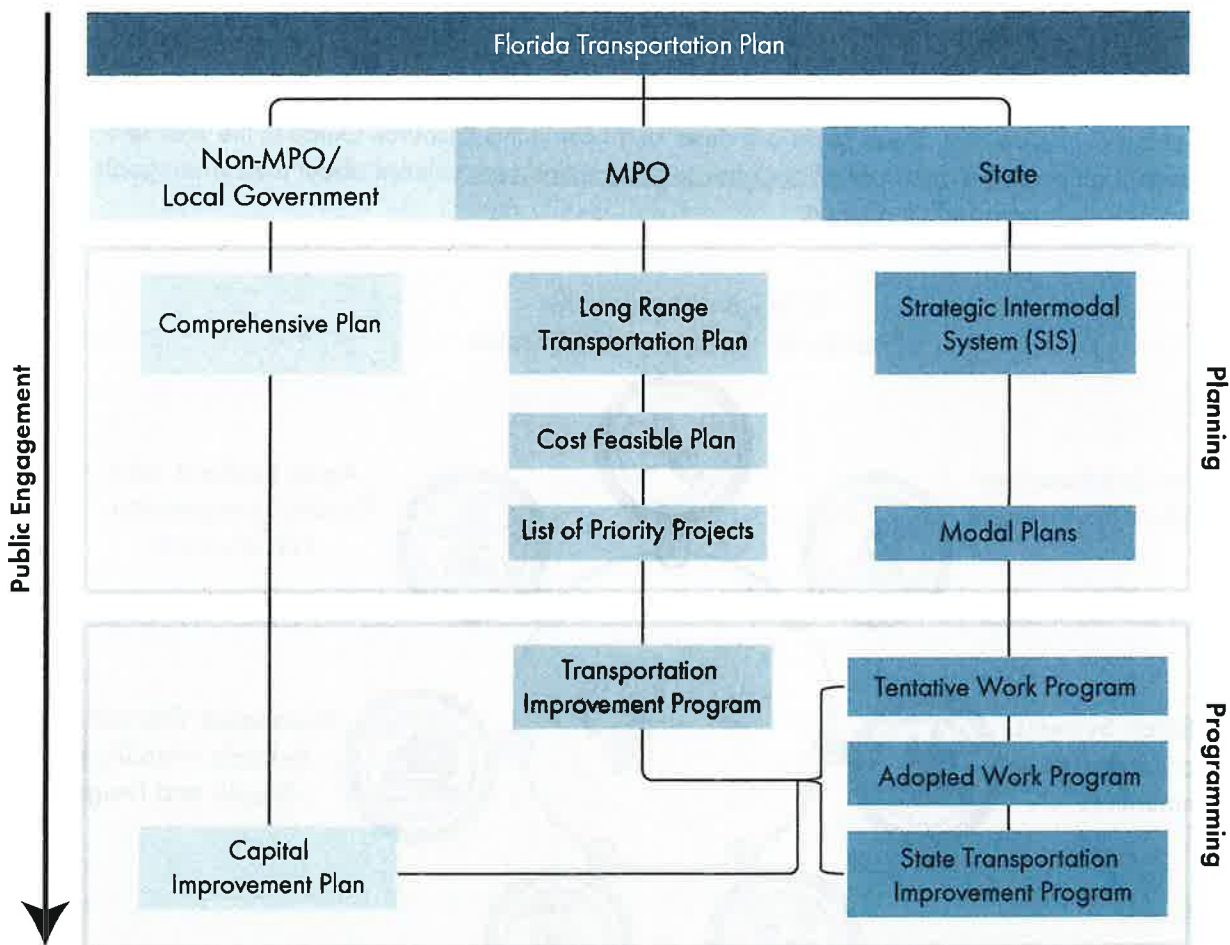


Local Government Role

Local governments, Metropolitan Planning Organizations (MPOs), and the FDOT have distinct, yet complementary roles in Florida's transportation planning and programming processes. MPOs and local governments **prioritize** projects, while the FDOT **programs** or budgets projects.

Documenting that a project is a local need and priority should begin as early as possible. It is important for a community's comprehensive plan and capital improvements plan (CIP) to reflect its transportation needs and priorities. In MPO areas, transportation needs are also prioritized through the MPO's Long Range Transportation Plan (LRTP), which contains a cost feasible plan (CFP) component. The highest priority, near-term needs are identified through the List of Priority Projects (LOPP), which feeds projects into the FDOT Work Program, the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP).

FDOT, MPOs, and Local Governments Roles in Transportation Planning and Programming



Section 163.3161, Florida Statutes, recognizes the role of local government in land use decisions and directs local governments to establish and implement comprehensive planning programs to guide and manage future growth and development. The statutes require that local government comprehensive plans provide the policy foundation for local planning and land use decisions through the requirement of certain elements including the capital improvements element, future land use element, transportation element, and intergovernmental coordination element.

Comprehensive planning is intended to facilitate the adequate and efficient provision of transportation within local government jurisdictions. Although each element has a role in identifying the vision of a county or municipality, it is the capital improvements element that local governments can utilize to effectively articulate their transportation needs to other agencies and the State. **The capital improvements plan (CIP), the foundation of the element, is a key communication tool for a local government to ensure their projects are considered in regional and state funding plans.** Pursuant to Section 163.3177(3)(a), Florida Statutes, the capital improvements element must include:

- » A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period and must be identified as either funded or unfunded and given a level of priority for funding.
- » The schedule must include transportation improvements included in the MPO's Transportation Improvement Program (TIP), if applicable. The schedule must also be coordinated with the MPO's Long Range Transportation Plan (LRTP), if applicable.

Regional and Local Planning in Florida

Metropolitan Planning Organization Role

As outlined in 23 CFR 450.310, MPOs are federally-mandated and federally-funded transportation policy-making organizations that serve urbanized areas with a population of 50,000 or more. There are 27 MPOs in the State of Florida, each with its own geographical boundary and board of voting members. MPO boards are made up of representatives from local government and governmental transportation authorities. An MPO planning area can include one county, multiple counties, or even urbanized areas that do not encompass an entire county. It's also important to note that not all counties are within an MPO planning area (see **Non-Metropolitan Planning Areas**). MPOs are also known in some areas of the State as Transportation Planning Agencies (TPA) or Transportation Planning Organizations (TPO).

LRTP

Section 339.175, Florida Statutes, and 23 USC 134 (h) and (i) require each MPO to generate a **Long Range Transportation Plan (LRTP)** with the intent to encourage and promote the safe and efficient management, operation and development of a cost feasible intermodal transportation system. LRTPs are fiscally constrained based on revenue projections.

CFP

As part of the LRTP, the MPO adopts a **cost feasible plan** that summarizes the cost estimate of identified needs and demonstrates fiscal constraint, meaning the plan shows that projects can be implemented using committed, available, and reasonably expected to be available sources. The MPO also sets priorities for the order of funding each of the projects in the LRTP.

LOPP

Using the prioritization process outlined in the LRTP, each year the MPO submits a **List of Priority Projects (LOPP)** to the FDOT to support the development of the FDOT's Tentative Work Program (TWP) and the MPO's Transportation Improvement Program (TIP).

TIP

The **Transportation Improvement Program (TIP)** is a prioritized listing/program of transportation projects covering a five year period (with the fifth year included for illustrative purposes) that must be consistent with the LRTP and the FTP. This process may be different from the LOPP prioritization process.

STIP

Once the Tentative Work Program and TIP are adopted, the FDOT develops the **Statewide Transportation Improvement Program (STIP)** in coordination with the MPOs and federal partners. The STIP is a federally mandated document that must include a listing of all projects planned with federal participation in the next four fiscal years. The LOPP, TIP, and STIP are updated annually.

UPWP

23 CFR 450.308)(b) requires MPOs to develop a **Unified Planning Work Program (UPWP)** to identify the planning priorities and activities to be carried out within a metropolitan planning area.

Non-Metropolitan Planning Areas

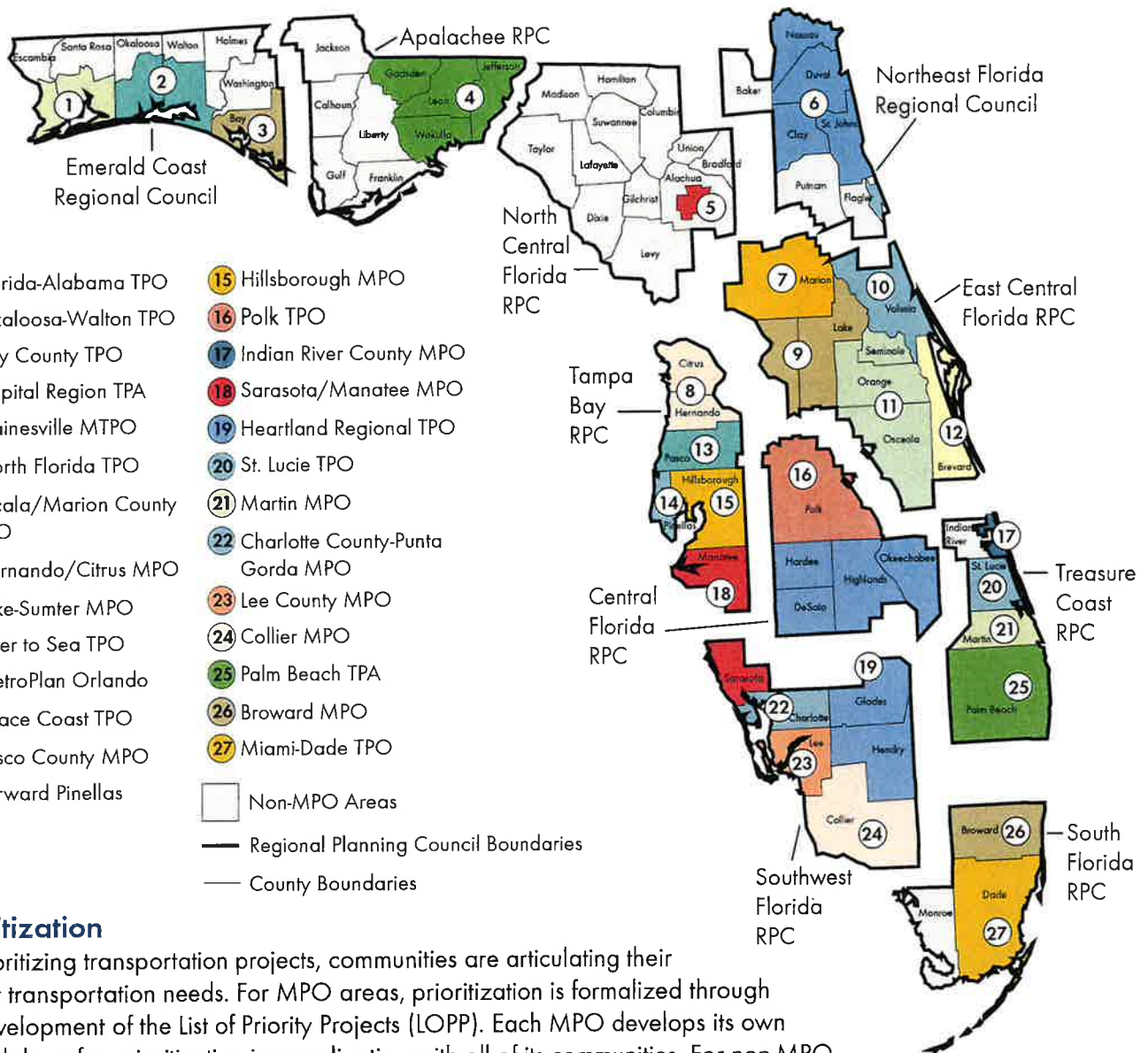
A non-metropolitan planning area is usually characterized as a county with a population of 50,000 or less. In areas where an MPO is not established, the FDOT works directly with local governments and elected officials using the processes detailed in the report, A Review of Florida's Non-Metropolitan Transportation Planning Process, which can be found at www.fdot.gov/planning/policy/ruralsupport.

Local elected officials from non-MPO areas provide the District Offices with transportation project priorities based on the **capital improvements plan** and comprehensive plan **capital improvements element** every fiscal year. These priorities are included, to the maximum extent feasible, in the District Work Programs. Since there is no LRTP or TIP, it is essential for the local government project priorities to be included in the local comprehensive plan's CIP.

Regional Planning Councils

Section 186.504, Florida Statutes, designates the creation of regional planning councils (RPCs). RPCs support intergovernmental coordination and provide technical planning assistance to local governments. As such, RPCs sometimes complete transportation planning projects and processes for both non-MPO and MPO counties. RPCs have entered into Intergovernmental Coordination and Review (ICAR) agreements with the FDOT to facilitate transportation planning within rural areas. RPCs play a key role for some MPOs, sometimes acting as the government body to host the MPO.

There are over two dozen counties (or portions of counties) that are not within the boundaries of an MPO. Of Florida's ten RPCs, eight have rural areas within their boundaries, and sometimes RPCs serve as liaisons between the District Office and rural communities. RPCs coordinate meetings with county staff and local elected officials to assist in the distribution of information and updates on transportation projects. They also help gather timely input on the FDOT Work Program and other activities. RPC staff can work directly with county staff and rural municipalities in the region to determine the transportation needs for each county.



Prioritization

By prioritizing transportation projects, communities are articulating their current transportation needs. For MPO areas, prioritization is formalized through the development of the List of Priority Projects (LOPP). Each MPO develops its own methodology for prioritization in coordination with all of its communities. For non-MPO areas, the FDOT works directly with local elected officials to determine priority projects.

Public Involvement

The FDOT, MPOs, and local governments aim to achieve optimum engagement of the public when developing major plans and projects. Public input is solicited before the planning process begins and continues throughout the project development process to include affected and interested stakeholders in providing transportation solutions. The primary goals of public engagement are to:

IDENTIFY

Identify the affected and interested populations to ensure an inclusive process.

INVITE

Invite the public early and often to participate in the plan or project.

INFORM

Provide accessible information to help the public understand the plan or project.

INVOLVE

Provide multiple methods and opportunities for the public to have input into the plan or project.

IMPROVE

Measure the effectiveness of the public involvement activities and incorporate lessons learned.

Public engagement opportunities for transportation plans and projects are offered through a wide range of methods, including but not limited to, board and advisory committees, public meetings and workshops, outreach to community organizations, continuous public comment opportunities, news releases, surveys, e-blasts, and social media. Public engagement starts during the planning and programming processes and continues through project development and delivery by the use of Public Involvement Plans (PIP) and Community Awareness Plans (CAP), which are discussed later in the **Resource Guide** in the **Transportation Project Development** component on page 4-2. Visit www.fdot.gov/planning/policy/publicinvolvement to learn more about the FDOT's approach to public engagement.

Reminder:

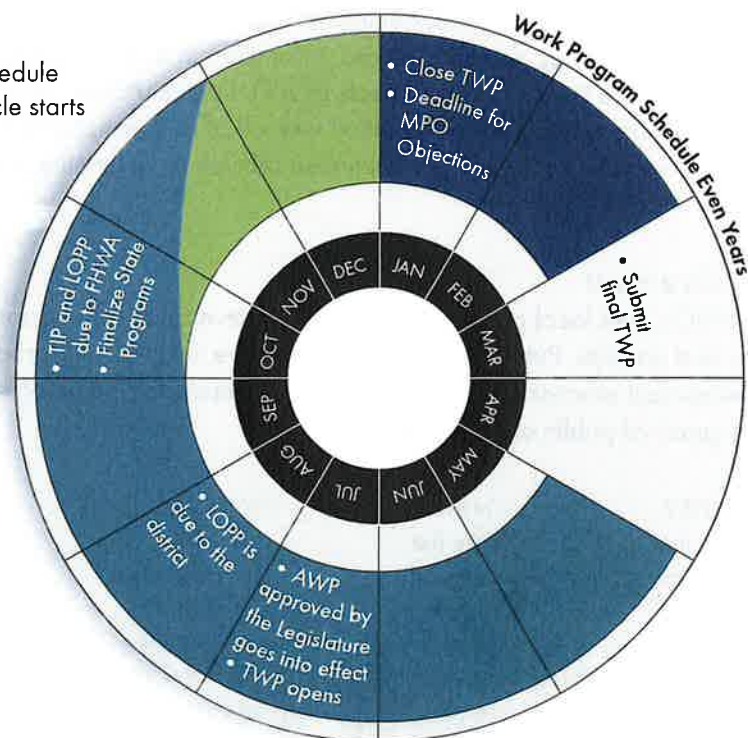
The only way your project will make it into the FDOT Work Program is if the FDOT knows about it through documented public engagement, project prioritization, and close collaboration with the FDOT District Office.

How FDOT Programs Projects

Section 339.135, Florida Statutes, authorizes and sets the guidelines for the FDOT to develop a Work Program annually. The Central Office and District Offices work together to develop and adopt the State Transportation 5-Year Work Program (the Work Program), a listing of all transportation projects planned by the FDOT for the following five fiscal years. The District Offices each develop a District Work Program that Central Office combines into the Tentative Work Program (TWP). Each year, the new TWP provides an update of the first four years of the existing Adopted Work Program and adds project programming for the new fifth year. For example, a TWP being developed in the fiscal year beginning July 1, 2020 is for the next five fiscal years starting in 2021. The TWP is presented to the Secretary, the Executive Office of the Governor, the legislative appropriations committees, and the Department of Economic Opportunity no later than 14 days after the regular legislative session begins. The TWP is amended by the General Appropriations Act and any other applicable appropriations. Once the FDOT adopts the TWP, it is referred to as the Adopted Work Program (AWP).

The Work Program Cycle aligns with the schedule for Legislative Session. In even years, the cycle starts earlier than in odd years, as the Legislature convenes in January instead of March.

The State Fiscal Year runs from July 1 to June 30, which differs from the Federal and most local fiscal years that run from October 1 to September 30.



3 TRANSPORTATION PRACTICES

Florida's communities and the Florida Department of Transportation implement various planning practices to support transportation planning, project development, and delivery. Local communities often use visioning to develop consensus on a shared vision for the future. The FDOT, Metropolitan Planning Organizations (MPOs), or local governments may conduct feasibility studies during the planning process to better understand project complexities and begin to develop project alternatives. The FDOT and transportation partners may conduct multimodal planning to provide safe and efficient facilities for various types of transportation throughout a transportation network. The FDOT implements context classification to support putting the right street in the right place based on local community characteristics.

Visioning

Through visioning, the public and elected officials of a community can define a common future, typically establishing a shared purpose, core values, and vision statement. Visioning is a useful step in the comprehensive planning process, but it may also occur independently. Visioning requires early and continuous public involvement in the planning process. **Typically, the FDOT prefers documented public outreach and formal adoption by elected officials of a common vision before funding is committed to a transportation project.**



Community and Comprehensive Plan Visioning: A community conducts visioning at the beginning of the comprehensive planning process to establish consensus on the community's shared vision for the future, informing the development of goals, objectives, and policies/procedures in the local comprehensive plan. This also includes the development of the capital improvements plan and capital improvements element, which identify local transportation needs.

At times, and sometimes outside of the comprehensive planning process, local planners may organize community meetings to develop a shared vision that results in an action plan or projects. These action plans or projects define future desired community characteristics along with implementation steps and responsibilities. The community may use the shared vision to update the local comprehensive plan at a later date.

Other Visioning: More focused planning efforts may include visioning, such as the development of a downtown revitalization plan or corridor plan. These types of planning activities include a documented, widespread public outreach and involvement effort.

Feasibility Studies

During the Planning phase of the project development process, the FDOT, a local government, or MPO may conduct a feasibility study to evaluate aspects of a transportation project and understand the constructability of a project concept. This allows for early identification of project complexities that could be minimized, avoided, or mitigated throughout the project development process. This will be discussed later in the **Resource Guide** in the **Transportation Project Development** component on page 4-1.

These studies rely on transportation, land use, safety, public and agency involvement, and other planning data as primary sources of information to establish the range of alternatives. These studies may also inform the development of the scope of work for Project Development and Environment (PD&E) studies in the next phase of the project development process. Project alternatives begin to be developed and may be incorporated into the Environmental Documents.

For example, a feasibility study can be conducted to better determine the possibility of providing a multi-use bicycle trail. The general objective of the study is to compare viable options for providing the transportation improvement. The study effort involves the development of a feasible alignment within the “most probable” option, including more accurate estimates of the project costs and impacts, which is typically documented in a subsequent Concept Master Plan.



Bicycle and Pedestrian Planning

In MPO and non-MPO areas, MPOs and local governments can develop their own bicycle and pedestrians plans that focus specifically on these modes. These types of plans can be master plans, area-specific plans, or in some cases, policy-based. The MPO or local government may partner and coordinate with FDOT for these plans.



Multimodal Planning

Multimodal transportation planning considers the larger transportation network and develops solutions to provide a full range of transportation options. Multimodal solutions can provide safe and efficient facilities for all types of transportation including vehicles, pedestrians, bicycles, freight, and transit. Multimodal projects require both land development and transportation elements to be coordinated and designed together. The FDOT and transportation partners conduct multimodal planning to further define the problem and identify the purpose and need, modes to be served, evaluation criteria to be used, and the range of alternatives to be compared. The typical outcomes of multimodal planning studies include transportation improvements, land use strategies, or a combination of the two. Transportation solutions can include capital projects, operational improvements, and maintenance improvements for the different types of transportation. Land use strategies may include changes to land use policies and regulations or detailed land use plans among other approaches.

In most instances, projects for modes such as aviation, rail, seaports, and spaceports are identified through the development of a mode or facility specific master plan. Within these master plans, a Capital Improvements Program (CIP) is developed that defines the capital projects needed. These projects should then be incorporated within local and regional planning documents to ensure consistency across different modes. For example, airports in Florida develop an airport master plan every five years. These master plans could include a number of different recommendations in the CIP, including runway improvements or access road upgrades. These projects would then be included in the local government comprehensive plan (or MPO LRTP, if applicable) to ensure they are compatible with other planned transportation improvements and then programmed for funding with the FDOT District Office as well as with the airport sponsor. Additional funding sources are available for modal projects, these are described later in this Resource Guide in the **Modal Funding Programs** component on page 5-2.

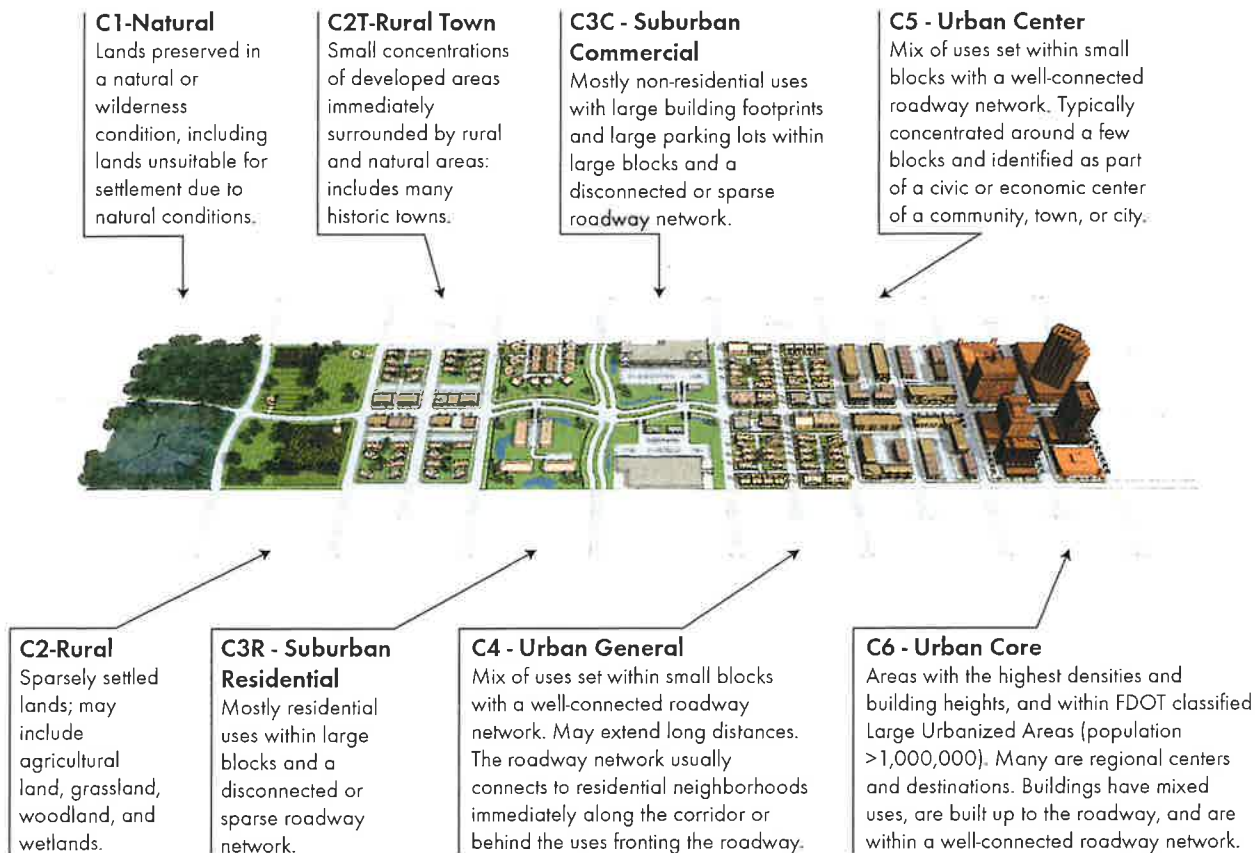


Context Classification

The FDOT adopted the Complete Streets Policy in 2014 to promote safety, quality of life, and economic development in Florida. Complete Streets is not a specific type of project, but an approach to ensure projects are based on their context, or place in the local community. The FDOT utilizes a context-sensitive system comprising eight context classifications. The context classification of a roadway, together with its transportation characteristics, provides information about who the users are along the roadway, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user. This information helps determine key design criteria such as design speed and bicycle and pedestrian facility options. As the FDOT confirms the context classification at the beginning of each project phase, including planning, an interdisciplinary team within each District helps determine the context classification by reviewing local comprehensive plans, subarea plans, land development regulations, and similar planning tools and by coordinating directly with local governments and MPOs. For more information on context classifications, visit www.fdot.gov/roadway/csi.

Putting the right street in the right place

FDOT CONTEXT CLASSIFICATIONS



4 TRANSPORTATION PROJECT DEVELOPMENT

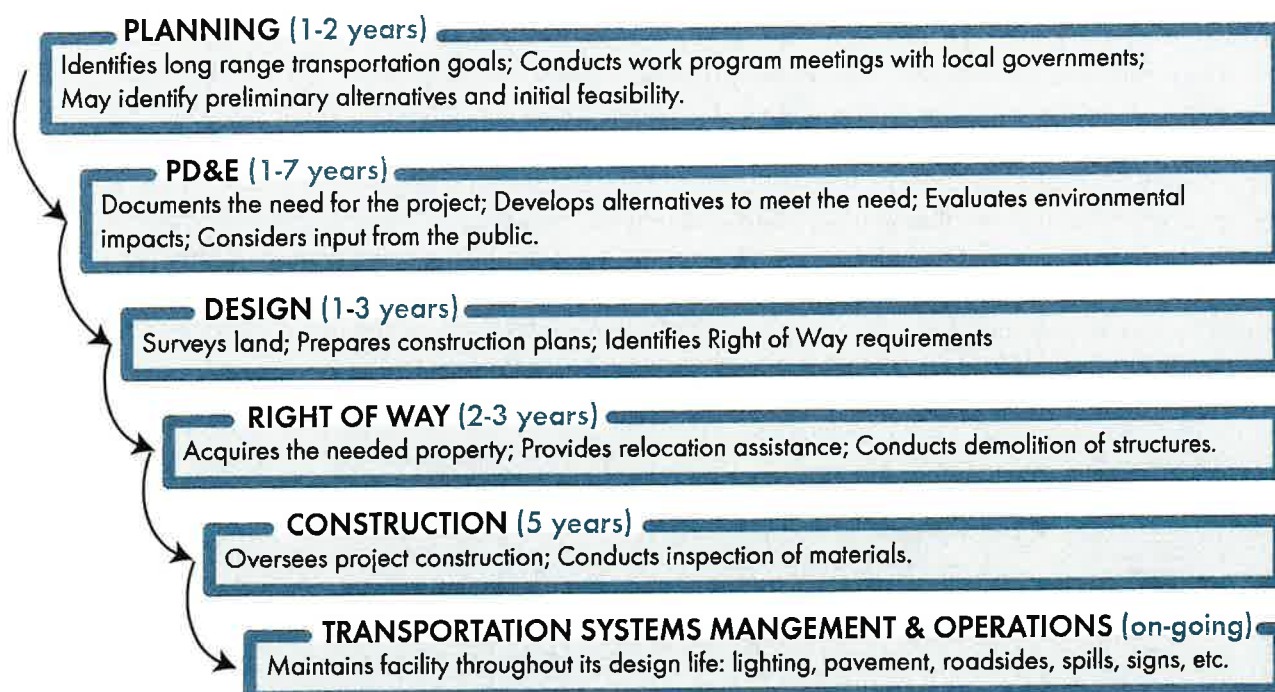
The project development and delivery process includes several phases and the level of effort for each phase varies based on the individual project. These phases and their typical timeframes are described below, as well as strategies for expediting project delivery. There are several project delivery approaches, with options available for those organizations who want to administer their own projects, given that they meet specified criteria for certification.

Local governments should approach the FDOT as early as possible to partner and complete transportation infrastructure projects because understanding where the project may enter the development and delivery process is helpful in advancing the project efficiently. Moreover, providing supporting information like documented public engagement, a resolution signed by the local board of commissioners, or a feasibility study help communicate project readiness to the FDOT. If applicable, local governments should coordinate with their MPOs to ensure projects are supported in the MPO's List of Priority Projects.

Project Development and Delivery Process

The project development and delivery process begins with planning studies and ends with a constructed project. The FDOT's project development and delivery process is comprehensive, involving Planning, Project Development and Environment (PD&E), Design, Right of Way (ROW), Construction, and Maintenance phases. It is important to understand the sequence and interrelation between these phases to efficiently deliver a project.

Overview of project development cycle and phases:



The complexity of transportation projects varies greatly, therefore the timeframes in the project development process graphic are broad and general in nature. Less complex projects that do not have Right of Way considerations, have little environmental impact, or are not federally funded may move more quickly through the project development and delivery process. Moreover, some projects may start at the planning phase, while others may be able to move directly into the PD&E or Design phases. These timeframes are typical, but each project is different and a variety of factors, including securing funding, can impact the length of a project phase.

Did You Know? A developer or local government can choose to contribute to or fully fund a project phase. This can help advance the project through the project development and delivery process more quickly because the project can move forward without a lapse in funding between phases.

Reminder: Transportation projects begin here so if a local government has a high-priority project or idea, it is best to approach the FDOT District, or MPO if in an MPO area, with that idea to begin the planning process.

Planning

The planning process begins when the FDOT, Metropolitan Planning Organizations (MPOs), local governments, and other authorities identify long range transportation goals and priority transportation projects in planning documents that assist in conveying local transportation needs. The FDOT selects priority projects annually from these plans and are presented to the Florida Legislature as a Tentative Work Program.

Project Development and Environment

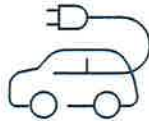
Project Development and Environment (PD&E) is the FDOT's process for evaluating potential transportation project impacts and complying with the National Environmental Policy Act (NEPA) and other applicable laws and regulations for federal and state funded projects. A PD&E study ensures early consideration is given to engineering design, project costs, and environmental and social impacts in the development of a proposed potential transportation project. During this process, project alternatives are developed with input from the public, local government, and environmental and planning agencies. These alternatives are analyzed to determine their involvement with the social, natural, and physical environment. **The goal of the PD&E process is to select the alternative that meets both the purpose and needs of the project, while having the least impact on the environment.** The PD&E phase is not always necessary depending on project factors, such as anticipated funding sources, environmental impacts, Right of Way considerations, concept feasibility, level of public interest, and documented public engagement.



Engineering
Design



Project
Costs



Environmental
Impact



Social
Impact



Input from
Public

Frequently Asked Questions:

Why does it take so long to get a project designed and constructed?

Each phase of the project development and delivery process may take several years based on project complexity.

What is a Community Awareness Plan?

A Community Awareness Plan notifies local government, affected property owners, and the public of the proposed design and construction and the anticipated impact.

How do you incorporate community preference features, like decorative signage or a concrete paver crosswalk?

The local government can pay for these items during the PD&E, design, and construction phases.

How do we add landscaping to a project?

Contact the District Design Office as it may be possible to acquire landscaping funding.

Who can address questions about posted speed limits on state roads?

Submit a letter to the Traffic Operations Engineer for consideration.

How can we add sidewalks to a roadway?

Sidewalks may already be required based on the context classification of the roadway. If not, or if non standard sidewalks are desired, a community may apply for an enhancement project. If a project is already in design, contact the District Production Office as soon as possible with the request.

Public involvement during the PD&E phase begins the preparation of a Public Involvement Plan (PIP). The purpose of a PIP is to identify the interested and potentially affected people within a community, identify special community needs, and define the outreach methods and schedule to involve and gain their input.

During the PD&E phase, the FDOT confirms the future context classification(s), performs alternatives analyses, conducts environmental studies, and prepares various technical studies and reports necessary to obtain the project's Location and Design Concept Acceptance (LDCA). Information obtained during the PD&E phase is used to develop the scope of work for the Design phase. There are distinct differences between federal, state, local, and privately funded projects depending on anticipated funding sources. For more information on PD&E studies, visit the FDOT's PD&E Manual at www.fdot.gov/environment/pubs/pdeman/.

Design

The purpose of the Design phase is to prepare detailed, context-based engineering design, contract plans, specifications, and estimates for the project. The review of design and construction plans for design-bid-build projects (conventional projects) follows a standard four-phase submittal approach to facilitate review of the projects. Prior to authorization to advertise the project for construction, the project must undergo an environmental re-evaluation to ensure that there are no conditions in place that would alter the original approval of the decision and commitments made during the PD&E study.

Public involvement activities during the Design phase typically begin by preparing a Community Awareness Plan (CAP) and may involve activities such as public information meetings or a design public hearing. The CAP outlines a process for determining design implications in relation to community impacts, ensures that the FDOT's commitments are met, allows for opportunities to address public concerns, and develops a Maintenance of Traffic (MOT) plan for use during construction. The CAP also includes a summary and anticipated timeline of project activities for informational purposes. For more information on the Design phase, visit www.fdot.gov/design.

Right of Way

Right of Way (ROW) is the purchase or donation of property needed to complete a project. When improvements are designed to fall outside of the existing ROW boundaries, additional lands must be identified and acquired. All necessary ROW and easements must be in FDOT ownership prior to advertisement of the project for letting. Close coordination with the District Right of Way Office and the Office of General Counsel is required during this process. For more information on ROW, visit www.fdot.gov/rightofway.



Construction

After design plans are reviewed, commented on, approved and permitted, the project goes through the contracting or letting process where it is awarded to a contractor. Once an award letter is issued to a contractor several pre-construction activities are required pursuant to the Construction Project Administration Manual (CPAM), including a preconstruction conference, the development of a construction schedule, final estimates, and quality control procedures are put into place. During construction the contractors are responsible for tasks as well as documentation. The District construction engineer, or project manager, keeps a project diary to document daily and weekly construction project activity during the construction phase. For more information on the Construction phase, visit www.fdot.gov/construction.

Maintenance

Once the FDOT completes a project on the State Highway System, the Maintenance Office may work with local and other partners, or sometimes contractors, to keep it safe and operational. Local governments are responsible for the maintenance of local roads.

Maintenance includes roadsides, signage, emergency needs, as well as minor bridge repairs and maintenance. For more information, visit the Maintenance Office at www.fdot.gov/maintenance.

Frequently Asked Questions:

When is a bridge eligible for replacement?

When it becomes structurally deficient, or when it becomes more cost effective to replace the bridge than repair it.

Transportation Systems Management and Operations Program

The Transportation Systems Management and Operations (TSM&O) program promotes multimodal traffic management projects and services that improve roadway operations. It is a national initiative that is supported statewide and allows the FDOT to work with partner agencies to deliver multimodal solutions to reduce congestion. The goal is to equip the existing roadway system with the innovative tools and techniques that will allow it to meet current and future traffic demand. Visit www.fdot.gov/traffic/its/tsmo to learn more about TSM&O.

5 TRANSPORTATION FUNDING

Various federal, state, and local sources contribute to funding transportation projects in Florida. The FDOT administers state and federal funds through the 5-Year Work Program, while local communities contribute funds by way of their local government. All funding programs administered by the FDOT interact with the FDOT Work Program. Local governments should consider important factors like project readiness and phase of work when identifying eligible funding programs. Local funding options may also be a viable or complementary source of funding to support a local transportation improvement.

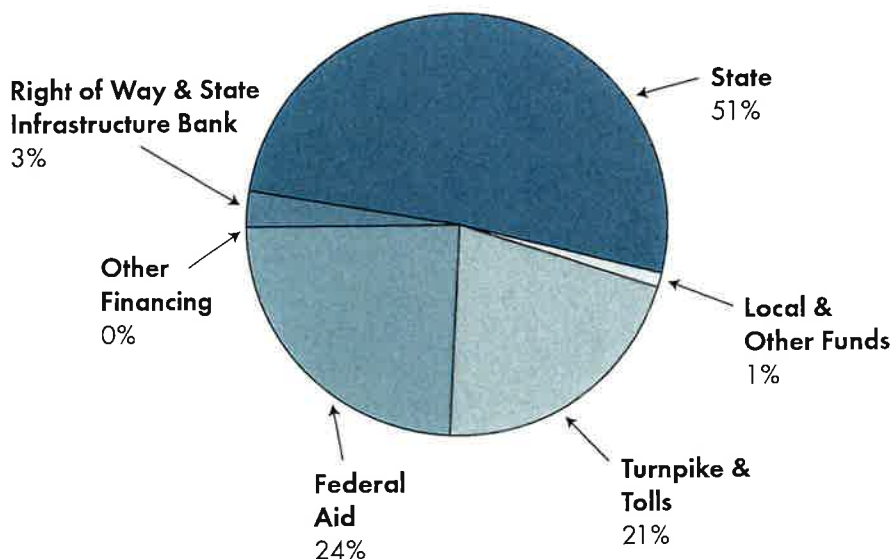
Where Does the Money Come From?

Work Program Funding Sources

Section 334.044, Florida Statutes, allows the FDOT to assume the responsibility for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the State, and to assure the compatibility of all components, including multimodal facilities. The FDOT adopts a 5-Year Work Program, listing transportation projects planned for each fiscal year, to carry out these duties. **State taxes and fees, as well as federal aid, comprise the primary funding sources of the Work Program.** See the **Fuel Taxes as Transportation Funding Subject Brief** for more information at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/briefing-sheets/briefing_sheets_fuel_tax_revenues_0805-01.pdf?sfvrsn=bb4f96d9_4

Figure 1 summarizes the breakdown of funding sources for the Tentative Work Program for fiscal year (FY) 2021-2025. Visit <https://www.fdot.gov/workprogram> for the latest breakdown of Work Program funding by source.

**Figure 1: Florida Department of Transportation
Total Funding by Source
FY 2021 - 2025**



Strategic Intermodal System (SIS) Funding

Section 339.61, Florida Statutes, established the SIS to enhance Florida's economic competitiveness and prosperity and to focus the State's resources on transportation facilities of statewide and interregional significance. Transportation facilities must meet criteria related to transportation or economic activity, as well as screening factors related to potential community and environmental impacts, to be designated as part of the SIS.

The FDOT's principle responsibility is the statewide and interregional movement of people and goods and shares responsibility with transportation partners in addressing system safety, the preservation and operation of transportation facilities, and local and metropolitan area mobility needs. **As such, the SIS is the FDOT's highest transportation capacity investment priority. The SIS Policy Plan establishes the framework for these investments.** The FDOT is also increasing its focus on regional travel and improving facilities of regional significance. Consistent with Florida Statutes and the FTP, the FDOT allocates resources as follows:

- » To preserve the investment which has already been made in the State's transportation system. This includes funding for maintenance, bridge repair, bridge replacement, and resurfacing.
- » To comply with statutes which specify how particular revenues are to be allocated. For example, documentary stamp tax revenues which are deposited into the State Transportation Trust Fund are to be used for the New Starts Transit Program, the Small County Outreach Program, the SIS, the Transportation Regional Incentive Program, and the Rail Enterprise.

For more information on the SIS or the SIS Policy Plan, visit the SIS webpage at <https://www.fdot.gov/planning/sis/default.shtm>



FDOT Modal Programs

The Modal Development Office, also known as the Office of Modal Development (District Four), oversees Modal Offices that develop and administer federal and state grant funding programs. The Modal Development Offices work to maximize the use of existing facilities while integrating and coordinating the various modes of transportation, including the combined use of both government owned and privately-owned resources.

In partnership with District Offices and eligible MPOs and local governments, Modal Offices program funding into mode specific capital improvement programs that feed into the 5-Year Work Program. The Modal Programs include the following areas:

- » The Transit Program supports fixed route transit systems, bus rapid transit, urban rail transit, rural transit, and human service transportation.
- » The Aviation Program provides assistance to Florida's airports.
- » The Rail Program includes passenger rail system development, rail safety inspections, the development of commuter rail, and rehabilitation and improvement of rail facilities.
- » The Freight and Multimodal Operations Program includes access to intermodal facilities and improves surface access to seaports and airports.
- » The Seaport Program provides funding and support for public ports.
- » The Spaceport Program provides space transportation services and infrastructure in conjunction with Space Florida.



FDOT Modal Plans

Mode-specific plans help guide decisions about future investments by providing policy and guidance related to each mode of transportation. They are key to leverage state and federal resources.

The National Highway Freight Program (NHFP) was established to improve the movement of freight while improving safety, innovation, economic competitiveness and other goals. Funds provided to the state must match activities in the state's freight plan, in Florida, this plan is the Freight and Mobility Trade Plan (FMTP).

The FMTP identifies freight transportation facilities critical to the state's economic growth and guides short and long-term multimodal freight investments in the state. During the development of this large multi-modal plan, input from the freight industry, local governments, MPOs, and state agencies is gathered. Visit <https://www.fdot.gov/rail/plandevel/freight-mobility-and-trade-plan> to view this plan.

The Rail-Highway Crossings (Section 130) Program is another important program that allows FDOT to fund railway-highway safety projects. More information is available at <https://safety.fhwa.dot.gov/hsip/xings/>

Local Transit Programs and Funding

Through the Transit Program, the FDOT Public Transit Office (PTO) supports local transit programs by administering state and federal transit grants including:

State

- » State Block Grant Program
- » Transit Corridor Program
- » Service Development Program
- » Park and Ride Lot Program

Federal

- » Section 5305 – Program that funds the Metropolitan Planning Program and the State Planning and Research Program
- » Section 5307 – Formula program that funds capital and operating assistance in urbanized areas
- » Section 5310 – Programs for capital projects planned, designed and carried out to meet special needs of elderly and individuals with disabilities
- » Section 5311 – Formula program that funds capital and operating assistance in rural areas
- » Section 5339 – Buses and Bus Facilities Grants Program

This funding may support capital or operational cost funding. Public Transit Agencies may operate local rail and bus programs, while Local Government and Non-Profit Agencies often support paratransit programs such as “dial-a-ride” for users who cannot use standard fixed route transit systems. For more information, please visit <https://www.fdot.gov/transit/currentpages/navigation/grantsadministration.shtm>.

FDOT Local Programs

The FDOT designed Local Programs to provide transportation resources for construction, resurfacing, and rehabilitation of roadways and structures authorized by Section 339.2816 through 339.2819, Florida Statutes. Different local programs and grants have individual criteria/requirements and the local government should contact their respective FDOT District Coordinator identified on the applicable Key District Contacts web page to become familiar with these.

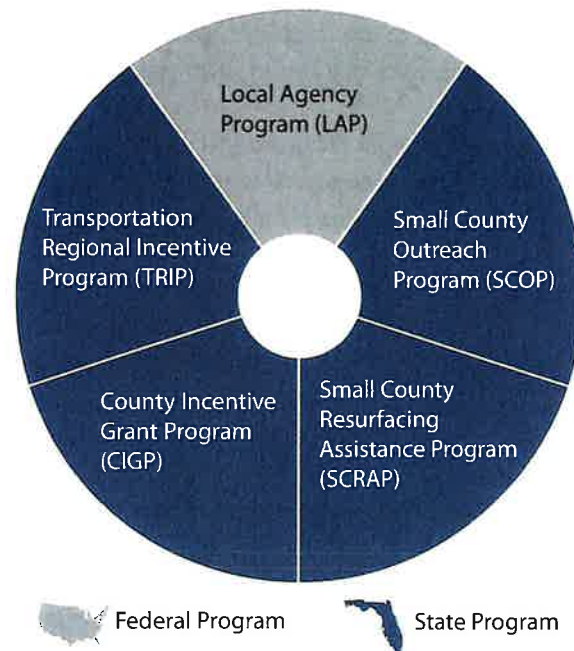
Federal Programs

LAP

Local Agency Program

The Local Agency Program (LAP) provides local governments with federal funds to develop, design, and construct transportation facilities. The FDOT administers these funds on behalf of the Federal Highway Administration (FHWA). LAP is a delivery method, not a fund type, meaning that the FDOT can manage several types of funds through this program including:

- » The Emergency Relief Program
- » Off-system Bridge Replacement
- » Federal Lands
- » Transportation Alternatives



The FDOT uses a LAP Agreement to deliver federal funds to a LAP agency. Agreements include detailed project description, scope, schedule, services, deliverables, commitments, maintenance responsibility, and cost estimates. In order to participate in LAP, local government agencies must become certified by completing a series of assessments to ensure financial and staffing capability, as well as the ability to comply with federal and state regulations. Project delivery options include: 1) LAP Certification of the local government or agency entity, or 2) project delivery by another LAP certified agency. Visit <https://www.fdot.gov/programmanagement/lap/default.shtm> to learn more about LAP certification and eligible projects.

Questions to Consider for LAP Projects:

- » Do you proactively work with your MPO or governing board to identify those prioritized projects that best fit the federal delivery method?
- » Does the project require Right of Way acquisition?
- » Does the project require environmental mitigation or NEPA-related actions?
- » Are you prioritizing low cost projects? Is there a way to bundle multiple low cost projects to maximize federal funding?
- » Have you thought about spacing out delivery of high-dollar, high-risk projects to prevent overextending agency staff resources?
- » Have you considered Americans With Disabilities Act (ADA) Design Accessibility?

State Programs

CIGP

County Incentive Grant Program

Section 339.2817, Florida Statutes, created the County Incentive Grant Program (CIGP) to provide grants to counties to improve transportation facilities located on the State Highway System or that relieve traffic congestion on the State Highway System.

SCOP

Small County Outreach Program

Section 339.2818, Florida Statutes, establishes the Small County Outreach Program (SCOP) to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads.

SCOP

Small County Outreach Program for Municipalities and Communities

SCOP Municipalities is available to local governments within a Rural Area of Opportunity (RAO), designated under Section 288.0656(7)(a), Florida Statutes, to assist in the repair and rehabilitation of bridges, paving unpaved roads; addressing road-related drainage improvements; resurfacing or reconstruction of roads and constructing safety improvements to roads.

SCRAP

Small County Road Assistance Program

Section 339.2816, Florida Statutes, created the Small County Road Assistance Program (SCRAP) to assist small county governments in resurfacing or reconstructing county roads.

TRIP

Transportation Regional Incentive Program

Section 339.2819, Florida Statutes, created the Transportation Regional Incentive Program (TRIP) to provide funds to improve regionally significant transportation facilities in regional transportation areas defined by Florida Statutes. State funds also are available to provide incentives for local governments and the private sector to help invest in critically needed projects that benefit regional travel and commerce.

Did You Know? TRIP projects are eligible for the State Infrastructure Bank (SIB) provided the project is matched by a minimum of 25 percent from funds other than SIB. The SIB is discussed later in this **Resource Guide** on page 5-9.

Agencies may partner via an interlocal agreement to plan, prioritize and deliver regionally significant projects in the boundaries of their regional transportation area. See the TRIP fact sheet for more information on TRIP eligibility.

For more information on Local Programs, reach out to the Local Program Administrator in your District's Local Program Office: <https://www.fdot.gov/programmanagement/lp/lpcontacts.shtml>

What Helps Your Community's Project Application Stand Out?

Prioritize your project: Most grant programs require a competitive selection process. Applications are prioritized at the local, state, and federal levels to be eligible. Many programs prevent the reallocation of funds to projects that were not vetted through the competitive selection process.

Have the funds available: Grant reimbursement programs require local governments to have funds available in their Capital Improvements Program to implement the projects.

Follow the FDOT funding processes and procedures: Projects that are vetoed by the Governor or Legislature are NOT eligible for other state funding in the same fiscal year.

Meet multiple criteria: Grant programs implemented by Florida Statutes identify primary and secondary criteria by which the FDOT is obligated to review and rank each project application. The more criteria your project meets the more competitive it is.

The Impact of Special Appropriations

Special appropriations are bills filed by state legislators to allocate funds to a certain initiative. Transportation related special appropriations are funded with existing transportation funds. If a special appropriation is approved, less funding is available for other transportation projects in the same area and the project is not vetted through FDOT's project development and delivery process. If a special appropriation is vetoed, the funds are no longer available for this project or any other transportation project that fiscal year. In other words, the funding is completely removed from the State budget. In addition, the project cannot be funded with any other State dollars for the budget year.

Public Private Partnerships

Public Private Partnerships, also known as PPP or P3s, are contractual agreements between the FDOT and a private-sector company or consortium that include an element of risk transfer to the private sector and private sector financings. These partnership models can be used to leverage private sector expertise to assist designing, building, financing, operating, or maintaining infrastructure assets. These funds can even be used for transportation projects connecting to the State Highway System, so long as state and federal requirements are met.

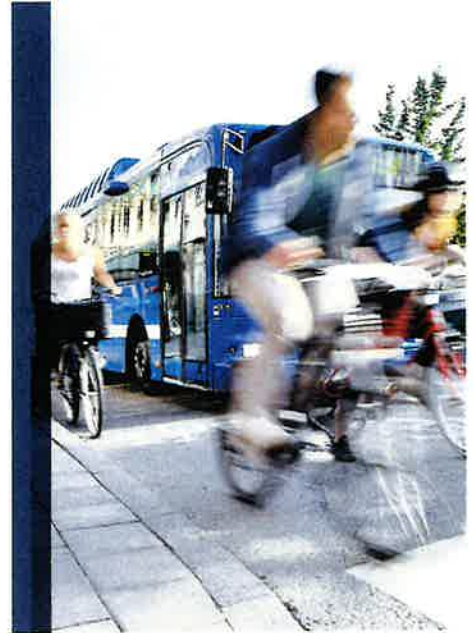
Did You Know? P3s may require extensive coordination. Start the process early.

P3s in Florida are most often used to support or accelerate the development or improvements of transportation infrastructure such as marine cargo terminals or major highways. One example is the \$1.5B I-4 Ultimate project that is currently under construction. This P3 allowed for a 20 year advancement of the project, among other benefits. www.I4Ultimate.com. For more information about P3s, visit <https://www.fdot.gov/comptroller/pfo/p3.shtm>.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is intended to fund a variety of small-scale transportation projects, such as:

- » Construction, planning, and design of pedestrian and bicycle facilities, recreational trails, and safe routes for non-drivers
- » Conversion and use of abandoned railroad corridors
- » Construction of turnouts, overlooks, and viewing areas
- » Inventory, control, or removal of outdoor advertising
- » Historic preservation and rehabilitation of historic transportation facilities
- » Vegetation management practices in transportation Right of Way
- » Archaeological activity related to impacts from transportation activities
- » Safe Routes to School projects



A LAP certified agency must sponsor the project. Funding amounts are based on population size. Typically, the cost share is 80 percent federal and 20 percent local, but the State of Florida elected to use toll credits as the State and local match for the TAP Set-Aside program. Visit the [FDOT Transportation Alternatives Set-Aside Program Guidance And Procedures](#) for more information about funding cycles, eligible sponsors, and the application process.

Implementing projects in the SUN Trail network increases the reliability of Florida's transportation system.

SUN Trail Program

Section 339.81, Florida Statutes, established the Shared-Use Nonmotorized (SUN) Trail program, which provides funding to help communities develop a statewide system of paved multi-use trails for bicyclists and pedestrians. Including

a combination of existing, planned, and conceptual multiple-use trails, SUN Trail is a component of the Florida Greenways and Trails System (FGTS) Plan. Visit www.fdot.gov/planning/systems/SUNTrail/guidance for more information about the funding structure and the application process.

Rural Economic Development Initiative

The Florida Legislature established the Rural Economic Development Initiative (REDI) to better serve Florida's rural communities through eligibility of a "Waiver or Reduction of Match" for grants. For more information visit www.floridajobs.org/community-planning-and-development/ruralcommunity-programs/rural-definition.



Safety Programs

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted a version of the national vision, "Driving Down Fatalities," in 2012. The following programs support this vision.

Subgrants

The FDOT awards subgrants to traffic safety partners that undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Subgrants are awarded to state and local safety-related agencies to assist in the development and implementation of programs in traffic safety priority areas. The National Highway Traffic Safety Administration (NHTSA) apportions funding to states annually according to a formula based on population and road miles. Occasionally, additional funding may be available for projects in other program areas if there is documented evidence of an identified need. Government agencies, political subdivisions of state, local, city and county government agencies, law enforcement agencies, state colleges and state universities, school districts, fire departments, public emergency service providers, and certain qualified non-profit organizations are all eligible applicants. Visit www.fdot.gov/safety/3-grants/grants-home for more information including the funding cycle and project application process.

The Strategic Highway Safety Plan (SHSP) provides a comprehensive framework to make progress toward Florida's target of zero traffic-related fatalities. Visit https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/shsp-2021/report_fdot_shsp_feb21_022221pm.pdf?sfvrsn=dcab550c_2 to view the plan.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is the FDOT's largest source of safety improvement funding, and the purpose of the HSIP is to reduce fatalities and serious injuries on ALL public roads.



An HSIP funded project may include strategies, activities, and capital projects on a public road that are consistent with the Strategic Highway Safety Plan (SHSP) and **correct or improve a hazardous road location or feature, or address a highway safety problem**. Visit [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/6-resources/florida-hsip-manual-v2021-f-\(2021-08-12\).pdf?sfvrsn=960bbf43_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/6-resources/florida-hsip-manual-v2021-f-(2021-08-12).pdf?sfvrsn=960bbf43_2) to read more about the HSIP in the Florida HSIP Guidelines Manual.

Safe Routes to School (SRTS)

Safe Routes to School Program (SRTS) is focused on planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school. The projects should directly support increased safety and convenience for school children in grades K-12 to bicycle and/or walk to school. Visit www.fdot.gov/safety/2A-Programs/Safe-Routes for more information.



Did You Know?

If a local government has a high priority project identified in their capital improvements plan, the FDOT may be able to provide funding resources to assist in completing certain project phases. In cases where funding is programmed in outer years of the Work Program, it may be possible to advance the project by using the State Infrastructure Bank, which provides low interest loans.

State Infrastructure Bank

Sections 339.55 and 215.61Z, Florida Statutes, create the Florida State Infrastructure Bank (SIB) and the Bonds for the Florida SIB. This revolving loan and credit enhancement program can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Visit www.fdot.gov/comptroller/pfo/sib to learn more about the SIB.

Local Funding Options

There are several funding options other than state and federal grant programs available for local transportation projects. When implementing local transportation projects, it is best practice for local communities to first utilize local funding options, such as fuel taxes, sales taxes, development fees, special district funds, municipal service taxes, and tourist development taxes. If additional funding is necessary, local communities can then partner with the FDOT by applying for state and federal funding. Partnership at the District level often starts with the Community Planning Coordinators. Local funding options are available for SIS and non-SIS facilities. See the **Local Funding Options Subject Brief** for more information on local funding options at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/briefing-sheets/briefing_sheets_local_options_0805.pdf?sfvrsn=14ee00a7_2

Federal Discretionary Grants

The Infrastructure Investment and Jobs Act (IIJA) is the reauthorization of the surface transportation act and includes \$973 billion for infrastructure funding for five years. This includes 13 existing and 21 new transportation-related, competitive grant programs totaling \$187 billion in potential funding.

\$973B

for infrastructure funding for five years

13 *EXISTING* grant programs

21 *NEW* grant programs

\$187B

in potential funding

Local agencies (cities, counties, MPOs, and transit agencies, for example) are eligible for a range of these competitive grant programs under the BIL. FDOT encourages our local partners to help maximize Florida's transportation system by submitting applications to competitive grant programs.

USDOT issues Notices of Funding Opportunities (NOFO) to solicit applications for federal each grant programs. Each grant program has its own goals, eligibility requirements, and award amounts. To be considered for an award, projects must typically be construction ready and align with the grant criteria and other requirements such as local match. FDOT's Office of Policy Planning monitors USDOT discretionary grant programs and maintains a list of grant programs included in the BIL.

Did You Know?

Early discussions on grant opportunities, projects, and regional collaboration strengthen grant applications.

FDOT may provide letters of consistency for local agency grant applications to demonstrate a local project is consistent with the adopted Work Program and the Florida Transportation Plan. Local agencies are encouraged to reach out to their District Federal Grant Coordinator to request a letter of consistency and discuss discretionary grant opportunities. More information is available at: [https://www.fdot.gov/planning/policy/legislation/Bipartisan-Infrastructure-Law-\(BIL\).shtm](https://www.fdot.gov/planning/policy/legislation/Bipartisan-Infrastructure-Law-(BIL).shtm)

Best Practices and Strategies for Funding Local Projects

- » **Prioritize shovel ready projects:** Consider the readiness of priority projects, economic development opportunities, and available community resources. Highlight potential transportation impacts beyond the more obvious transportation need(s).
- » **Be strategic in coordinating priority projects for local funding vs. FDOT funding:**
 - Is the low hanging fruit the most competitive project for your community in terms of FDOT funding?
 - Can your community wait 4-5 years to secure an FDOT-funded project or is the project more urgent?
 - Is it more cost feasible to locally fund pavement markings and apply to the FDOT for the reconstruction of that county roadway you had in your CIP to reconstruct in the next few fiscal years?
- » **Identify an FDOT champion:** Your FDOT champion(s) are available and happy to help you navigate the process. Begin with your District Local Government Liaison and District Local Programs Administrator.
- » **Work with the FDOT to strategically identify state and federal funding sources:** Identify key project elements such as the limits, scope, and environmental impacts to help guide the process. Be strategic and apply for projects eligible under more than one funding program when possible.
- » **Coordinate joint projects:** Partnering with other communities/counties expands funding options and balances funding match requirements across partner agencies. TRIP is an example of a fund program only available to regional partners.
- » **Take advantage of reduction or waiver of financial match requirements.** Local match requirements are waived for 32 rural counties identified under the Rural Economic Development Initiative (REDI).
- » **Contact the Modal Development Office** to be added to the annual email notice to Agencies announcing the availability to apply for Transit Program funding.





LOCAL GOVERNMENT TRANSPORTATION FUNDING OPTIONS SUBJECT BRIEF

FLORIDA DEPARTMENT OF
TRANSPORTATION

An Overview of the Local Funding Process

There are numerous local, state, and federal funding options available for local transportation-related projects. Local funding options that generate revenues for transportation projects include fuel taxes, sales taxes, development fees, special district funds, municipal service taxes, and tourist development taxes. If additional funding is required, local governments may partner with FDOT by applying for state and/or federal funding. Local funding options are available for transportation networks and facilities connected to Florida's Strategic Intermodal System (SIS) and networks that are not considered part of the SIS. SIS facilities can receive funding from local fuel taxes, state, and federal grant programs, and non-SIS facilities can be eligible for funding from local, state, and federal grant programs.

Local Funding Strategies











































Local revenues sources, such as fuel and sales taxes, mobility and impact fees, and proportionate share payments, are a common approach to funding local transportation projects. Sales taxes may generate additional revenues; however, these are dependent on the passing of referendums. Locally imposed fuel taxes also have a large impact on funding for road infrastructure and maintenance needs, as the Ninth-Cent Fuel Tax and Local Option Fuel Taxes account for an estimated \$952 million per fiscal year in funding in the State of Florida. This means that many communities work with the FDOT and other state and federal sources to fund projects.



























Partnering with FDOT

When a community leverages local funding options to the maximum extent possible, the local government improves the likelihood of receiving state funding. In addition, it is beneficial for the FDOT District Offices and local governments to coordinate early in the project development process so that the FDOT is aware of local initiatives and can provide technical support to facilitate a more efficient project delivery process.

Local Funding Options for Generating Revenue

Program	Option	Rate/Cost Share	Established by:	Purpose	Requirements:	Statutory Reference
			City County State Federal		Population Vote Other	
Local Fuel Taxes	Constitutional Fuel Tax	2¢/gallon		<ul style="list-style-type: none"> Debt service Transportation expenditures 		206.47, F.S.
	County Fuel Tax	1¢/gallon		<ul style="list-style-type: none"> Transportation facility expenses Bond repayment 		206.60, F.S.
	Municipal Fuel Tax	1¢/gallon		<ul style="list-style-type: none"> Transportation expenditures 		206.605, F.S.
Local Option Fuel Taxes	Ninth-Cent Fuel Tax	1¢/gallon		<ul style="list-style-type: none"> Any legitimate county or municipal transportation purpose 		336.021, F.S.
	Local Option Fuel Tax	1-6¢/gallon		<ul style="list-style-type: none"> Transportation expenditures 		206.41(1)(e), F.S.
	Additional Local Option Fuel Tax	1-5¢/gallon		<ul style="list-style-type: none"> Any legitimate county or municipal transportation purpose 		336.025(3)(b), F.S.

Program	Option	Rate/Cost Share	Established by:  City  County  State  Federal	Purpose	Requirements:  Population  Vote  Other	Statutory Reference
Local Sales Tax	Charter County and Regional Transportation System Surtax	up to 1%		<ul style="list-style-type: none"> Transportation expenditures especially related to transit 	 	212.055(1), F.S.
	Local Government Infrastructure Sales Tax	0.5% or 1%		<ul style="list-style-type: none"> Infrastructure Land acquisition Closure of landfills 		212.055(2), F.S.
	Small County Surtax	0.5% or 1%		<ul style="list-style-type: none"> Infrastructure Land acquisition 	 	212.055(3), F.S.
Concurrency		Proportionate Share		<ul style="list-style-type: none"> Public facilities maintained at adopted service standard level 		163.3180, F.S.
Impact/Mobility Fees		Fee-based	 	<ul style="list-style-type: none"> Fund the public facilities required to serve development 		163.3180(4)(i), F.S.
Special Districts	Community Development District		 	<ul style="list-style-type: none"> Urban community development services 		190, F.S.
	Community Redevelopment Agency		 	<ul style="list-style-type: none"> Revitalization Historic preservation 		163.387, F.S.
	Neighborhood Enhancement Divisions		 	<ul style="list-style-type: none"> Enforce city codes, ordinances, regulations Maintenance 		163.524, F.S.
	Neighborhood Improvement Districts		 	<ul style="list-style-type: none"> Advocate for local businesses Collect an ad valorem tax for infrastructure 		163.511, F.S.
Municipal Services Benefit Unit (MSBU)				<ul style="list-style-type: none"> Fund municipal services 		125.01(1)(q), F.S.
Municipal Parking Facility Space Surcharges				<ul style="list-style-type: none"> Reduce ad valorem tax rate 		166.271, F.S.
Tourist Development Tax	1 or 2 Percent Tax	1-2%		<ul style="list-style-type: none"> Construction of tourist-related facilities Tourism promotion Beach and shoreline maintenance 		125.0104, F.S.
	Additional 1 Percent Tax	1%		<ul style="list-style-type: none"> Construction of tourist-related facilities Tourism promotion Beach and shoreline maintenance 		125.0104(3)(d), F.S.
Tourist Development Tax	High Tourism Impact Tax	1%		<ul style="list-style-type: none"> Maintaining/operating stadiums and convention centers Tourism advertisement Financing maintenance of public beach facilities 		125.0104(3)(i)(4), F.S.

Program	Option	Rate/Cost Share	Established by:  City  County  State  Federal	Purpose	Requirements:  Population  Vote  Other	Statutory Reference
Taxing Authorities			 	<ul style="list-style-type: none"> Support tentative budget and/or millage rate 	 	163.353, F.S.
Federal Grants	Local Agency Program (LAP)	State: Up to 20% soft match		<ul style="list-style-type: none"> Safety improvements Resurfacing Bike/ped facilities Traffic calming Bridges and tunnels Infrastructure-based Intelligent Transportation Systems (ITS) 		N/A
State Grants	County Incentive Grant Program (CIGP)	State: Up to 50% Local: Remaining portion (match waivers available)		<ul style="list-style-type: none"> Improvements to transportation facilities, including transit, on the State Highway System or that relieves the State Highway System 		339.2817, F.S.
	Small County Outreach Program (SCOP)	State: Up to 75% Local: Remaining portion (match waivers available)		<ul style="list-style-type: none"> Repairing or rehabilitating bridges and roads Drainage improvements Resurfacing or reconstructing roads Capacity or safety improvements 	 	339.2818, F.S.
	Small County Outreach Program for Municipalities	State: Up to 100% Local: None		<ul style="list-style-type: none"> Repairing or rehabilitating bridges and roads Addressing drainage improvements Resurfacing or reconstructing roads Capacity or safety improvements 	 	339.2818(7), F.S.
	Small County Road Assistance Program (SCRAP)	State: Up to 100% Local: Remaining portion		<ul style="list-style-type: none"> Resurfacing Reconstructing 	 	339.2816, F.S.
	Transportation Regional Incentive Program (TRIP)	State: Up to 50% Local: Remaining portion (match waivers available)		<ul style="list-style-type: none"> Improvements to regionally significant transportation facilities 		339.2819, F.S.

Other State and Federal Programs

Program	Agency	Source: <div> <div>State</div> <div>Federal</div> </div>	Purpose
<u>Areas of Critical State Concern</u>	<u>Florida Department of Economic Opportunity</u>	<div>State</div>	Protecting public transportation facilities in Florida's designated areas of concern.
<u>Community Development Block Grant - Disaster Recovery Program</u>		<div>Federal</div>	Addressing long-term recovery needs for transportation infrastructure in collaboration with the U.S. Department of Housing and Urban Development (HUD).*
<u>Regional Rural Development Grants</u>		<div>State</div>	Assisting rural communities in their efforts to attract new businesses, grow existing businesses, and increase innovation among community leaders.
<u>Rural Community Development Revolving Loan Fund</u>		<div>State</div>	Providing term loans to local governments and economic development organizations in rural communities.
<u>Rural Infrastructure Fund</u>		<div>State</div>	Planning, preparing, and financing economic development and tourism-based infrastructure projects.
<u>Small Cities CDBG</u>		<div>State</div> <div>Federal</div>	Funding units of local government in small urban and rural areas for projects such as street and sidewalk improvements, downtown revitalization, park facilities, and others in collaboration with HUD.*
<u>Office of Resilience and Coastal Protection</u>	<u>Florida Department of Environmental Protection</u>	<div>State</div>	Preparing the transportation systems of coastal communities for sea level rise, flooding, erosion, and ecosystem changes.
<u>Post-Disaster Redevelopment Planning</u>	<u>Florida Division of Emergency Management</u>	<div>Federal</div>	Helping communities prepare post-disaster redevelopment plans for their transportation networks in collaboration with the Florida Division of Emergency Management and National Ocean and Atmospheric Administration.
<u>Brownfields</u>	<u>Environmental Protection Agency</u>	<div>Federal</div>	Supporting Brownfield redevelopment with loans, training, and other resources.
<u>Funding Opportunities for Non-Disaster Grants</u>	<u>Federal Emergency Management Agency</u>	<div>Federal</div>	Helping communities prepare for and protect against disasters, improving response abilities to disasters, and providing infrastructural needs to high risk transit systems and emergency routes.
<u>Funding Opportunities for Grants</u>	<u>Department of Housing and Urban Development</u>	<div>Federal</div>	Assisting communities with local housing needs, community and economic development, and environmental and energy preservation.
<u>Coastal Resilience Grant Program</u>	<u>National Ocean and Atmospheric Administration</u>	<div>Federal</div>	Assisting coastal communities and ecosystems in their preparation and recovery efforts from damages caused by natural disasters and flooding.
<u>Better Utilizing Investments to Leverage Development Transportation Discretionary Grant Program (BUILD)</u>	<u>U.S. Department of Transportation</u>	<div>Federal</div>	Investing in road, rail, transit, and ports that reach national objective criteria.
<u>Infrastructure for Rebuilding America Grant Program (INFRA)</u>	<u>U.S. Department of Transportation</u>	<div>Federal</div>	Supporting freight and highway projects that are significant at a regional and national level when it comes to factors such as efficiency, economic benefits, and resiliency.

*DEO is the governor-designated state authority responsible for administering all U.S. Department of Housing and Urban Development (HUD) long-term recovery funds awarded to the state.



Office of Policy Planning

✉ planning@dot.state.fl.us

☎ 850.414.4800

LINKS

[Florida Transportation Plan](#)

[Florida Transportation Plan Vision Element](#)

Meeting

Agenda


Enclosures



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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Dr. Kermit Sigmon Citizen Participation Award - 2022

STAFF RECOMMENDATION

Present the Dr. Kermit Sigmon Citizen Participation Award to Mr. Jan Frentzen.

BACKGROUND

In 1997, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the annual Dr. Kermit Sigmon Citizen Participation Award. This award is presented each year to a recipient, selected by the Citizen Advisory Committee, to be recognized for their contribution to the transportation planning process of the community. The recipient this year is Mr. Jan Frentzen.

Previous Recipients			
1997-	Ruth Sigmon	2010-	Mayor Mark Goldstein
1998-	Perry Maull	2011-	Ed Poppell
1999-	South West Alliance for Planning	2012-	Scott Fox
2000-	Var Heyl and Cindy Smith	2013-	Thomas Hawkins
2001-	Chandler Otis	2014-	Ron Cunningham
2002-	Gerry Dedenbach	2015-	Marlie Sanderson
2003-	Dr. Linda Crider	2016-	Gainesville Citizens for Active Transportation
2004-	Dan Burden	2017-	Joakim "Jay" B. Nordqvist
2005-	Julia Reiskind	2018-	Charles "Charlie" E. Lane
2006-	Dr. Ruth Steiner	2019-	Penelope "Penny" Wheat
2007-	Martin Gold	2020-	No Award Due to COVID-19 Pandemic
2008-	Mike and Susan Wright	2021-	Elisabeth Staten
2009-	Sharon Hawkey	2022-	Jan Frentzen

Please note that the Citizens Advisory Committee decided to not select a Dr. Kermit Sigmon Citizen Participation Award recipient for 2020 due to the COVID-19 Pandemic.




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March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Interstate 75 Master Plan Update - Status Report

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization receive a presentation on the Interstate 75 (State Road 93) Master Plan.

BACKGROUND

At the conclusion of their discussion of the Florida Department of Transportation's request to amend the Transportation Improvement Program to add the Interstate 75 (State Road 93) Add Lanes and Reconstruction Planning projects [452700-1 & 452700-2], the Technical Advisory Committee and Citizens Advisory Committee (March 15, 2023) and Bicycle/Pedestrian Advisory Board (March 15, 2023) recommended that the Metropolitan Transportation Planning Organization receive an update on the implementation of the Interstate 75 (State Road 93) Master Plan. This update should provide background information for the Interstate 75 projects for the forthcoming Transportation Improvement Program amendments.

Exhibit 1 shows the Interstate 75 (State Road 93) capacity and interchange modifications in the current and recent Transportation Improvement Programs. Exhibit 2 includes excerpts from the Florida Department of Transportation Strategic Intermodal System webpage, including:

- District 2 First Five-Year Projects;
- District 2 Second Five-Year Projects; and
- District 2 Year 2029 to 2045 Projects.

Attachments

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EXHIBIT 1

Interstate 75 (State Road 93) Capacity Enhancements and Interchange Modifications Years 2014-15 to 2026-27

Year	Project Number	Location	Description	Funding*
Interstate Capacity Enhancements				
2019-20	4230716	South of State Road 121 (Williston Road) to North of State Road 222 (NW 39 Avenue)	Project, Development & Environment Study	\$1,550,000
2020-21	4230715	North of County Road 234 to South of State Road 121 (Williston Road)	Project, Development & Environment Study	\$1,550,000
2022-23	4527001	North of County Road 234 to South of State Road 121 (Williston Road)	Planning	\$2,250,000
2022-23	4527002	South of State Road 121 (Williston Road) to North of State Road 222 (NW 39 Avenue)	Planning	\$2,250,000
2026-27	4230715	North of County Road 234 to South of State Road 121 (Williston Road)	Project, Development & Environment Study	\$1,550,000
Interchange Modifications				
2014-15	4230711	At State Road 222 (NW 39 Avenue)	Project, Development & Environment Study Preliminary Engineering Construction	\$81,000 \$623,000 \$3,239,000
2019-20	4230714	At State Road 24 (Archer Road)	Project, Development & Environment Study Preliminary Engineering Utilities Construction	\$1,220,000 \$5,000 \$183,000 \$9,100,000
2022-23	2129346	At State Road 222 (NW 39 Avenue)	Preliminary Engineering Construction	\$8,000 \$86,000
2015-16 2021-22 2022-23	4230713	At State Road 121 (Williston Road)	Project, Development & Environment Study Preliminary Engineering Right-Of-Way	\$204,000 \$2,105,000 \$10,236,000

* Includes Prior Year Funding

Source - Transportation Improvement Programs, as amended

District 2 Interstate Plan

MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	FE	ENV	ROW	CON
4357451	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS	M-INCH: Modify Interchange	\$11,057	\$0	\$0	\$0	\$0	\$100	\$10,957	\$0	•	•	•	•	•
4432391	I-10(SR8) @ SR51(US129)	M-INCH: Modify Interchange	\$37	\$0	\$7,622	\$0	\$0	\$7,522	\$137	\$0	•	•	•	•	•
4358441	I-295(SR9A) @ SR228(NORMANDY BLVD) OPERATIONAL IMPROVEMENTS	M-INCH: Modify Interchange	\$4,849	\$0	\$0	\$0	\$0	\$4,773	\$76	\$0	•	•	•	•	•
4355751	I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD	M-INCH: Modify Interchange	\$1,372	\$289	\$0	\$0	\$0	\$0	\$1,661	\$0	•	•	•	•	•
4473651	I-295(SR9A) BUCKMAN BRIDGE WIDENING	BRIDGE: Bridge	\$84	\$0	\$0	\$0	\$0	\$0	\$84	\$0	•	•	•	•	•
2132611	I-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	A2-8: Add 2 To Build 8 Lanes	\$1,049	\$0	\$0	\$0	\$0	\$1,000	\$49	\$0	•	•	•	•	•
2132601	I-295(SR9A) FROM N OF NEW KINGS RD TO S OF I-95 N INTERCHANGE	A2-8: Add 2 To Build 8 Lanes	\$1,050	\$0	\$0	\$0	\$0	\$1,000	\$50	\$0	•	•	•	•	•
2096586	I-295(SR9A) FROM S OF SR105(HECKSCHER DR) TO N OF PULASKI RD	A2-4: Add 2 To Build 4 Lanes	\$152	\$0	\$0	\$0	\$0	\$0	\$152	\$0	•	•	•	•	•
2133459	I-295(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)	A2-8: Add 2 To Build 8 Lanes	\$144	\$0	\$3,827	\$1,073	\$1,760	\$5,121	\$1,684	\$0	•	•	•	•	•
2093014	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB	A2-4: Add 2 To Build 4 Lanes	\$18,793	\$4,270	\$0	\$0	\$0	\$19,301	\$3,762	\$0	•	•	•	•	•
2093018	I-295(SR9A) FROM SR212(BEACH BLVD) TO SR202(JTB)	A1-3: Add 1 To Build 3 Lanes	\$19,559	\$0	\$0	\$0	\$0	\$0	\$19,559	\$0	•	•	•	•	•
2096584	I-295(SR9A) FROM: S OF SR105(HECKSCHER DR.) TO N OF PULASKI RD	A2-6: Add 2 To Build 6 Lanes	\$5,709	\$2,672	\$0	\$0	\$0	\$7,721	\$661	\$0	•	•	•	•	•
4230713	I-75(SR93) @ SR121	M-INCH: Modify Interchange	\$6,343	\$0	\$0	\$0	\$0	\$6,146	\$197	\$0	•	•	•	•	•
4230716	I-75(SR93) FROM: S OF SR121(WILLISTON RD) TO: NORTH OF SR222(39 AVE)	A2-8: Add 2 To Build 8 Lanes	\$96	\$0	\$0	\$0	\$0	\$0	\$96	\$0	•	•	•	•	•
4230715	I-75(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)	A4-10: Add 4 To Build 10 Lanes	\$0	\$0	\$0	\$0	\$1,550	\$0	\$1,550	\$0	•	•	•	•	•
4338992	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET	M-INCH: Modify Interchange	\$54,366	\$697	\$0	\$0	\$0	\$0	\$53,563	\$1,500	•	•	•	•	•
4355772	I-95(SR9) FROM I-295(SR9A) TO SR152(BAYMEADOWS RD)	A2-5: Add 2 To Build 5 Lanes	\$1,855	\$0	\$123,694	\$0	\$0	\$125,549	\$0	\$0	•	•	•	•	•
4240264	I-95(SR9) FROM NORTH OF THE FCE INTERCHANGE TO THE DUVAL COUNTY LI	A2-8: Add 2 To Build 8 Lanes	\$656	\$0	\$208,733	\$0	\$2,740	\$208,205	\$144	\$3,780	•	•	•	•	•
4229389	I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHAN	A4-10: Add 4 To Build 10 Lanes	\$117,444	\$0	\$0	\$0	\$0	\$117,424	\$20	\$0	•	•	•	•	•
4322592	I-95(SR9) FROM SOUTH OF SR202(JT BUTLER) TO ATLANTIC BLVD	A2-4: Add 2 To Build 4 Lanes	\$374,327	\$0	\$0	\$5,103	\$0	\$379,356	\$74	\$0	•	•	•	•	•
4355771	I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)	A2-6: Add 2 To Build 6 Lanes	\$204	\$0	\$0	\$0	\$0	\$0	\$204	\$0	•	•	•	•	•
4240265	I-95(SR9) FROM: ST JOHNS CIL TO: I-295(SR9A)	A2-8: Add 2 To Build 8 Lanes	\$530	\$250	\$148,153	\$2,004	\$0	\$149,299	\$76	\$1,563	•	•	•	•	•
4461631	I-95(SR9) WIDENING FROM: BAYMEADOWS ROAD TO: S OF JTB(SR202)	A1-4: Add 1 To Build 4 Lanes	\$39,081	\$0	\$0	\$0	\$0	\$38,769	\$0	\$313	•	•	•	•	•
ANNUAL TOTALS			\$658,757	\$8,178	\$492,029	\$8,180	\$6,050	\$1,071,286	\$94,756	\$7,156	•	•	•	•	•

All Values in Thousands of "As Programmed" Dollars

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

Project highlighted with **dark gray** background is no longer designated as SIS.

ROW - Right-Of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code.

District 2

First Five Years
Interstate Plan

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects Adopted Work Program

FY 2022/2023 through FY 2026/2027
(as of July 1, 2022)

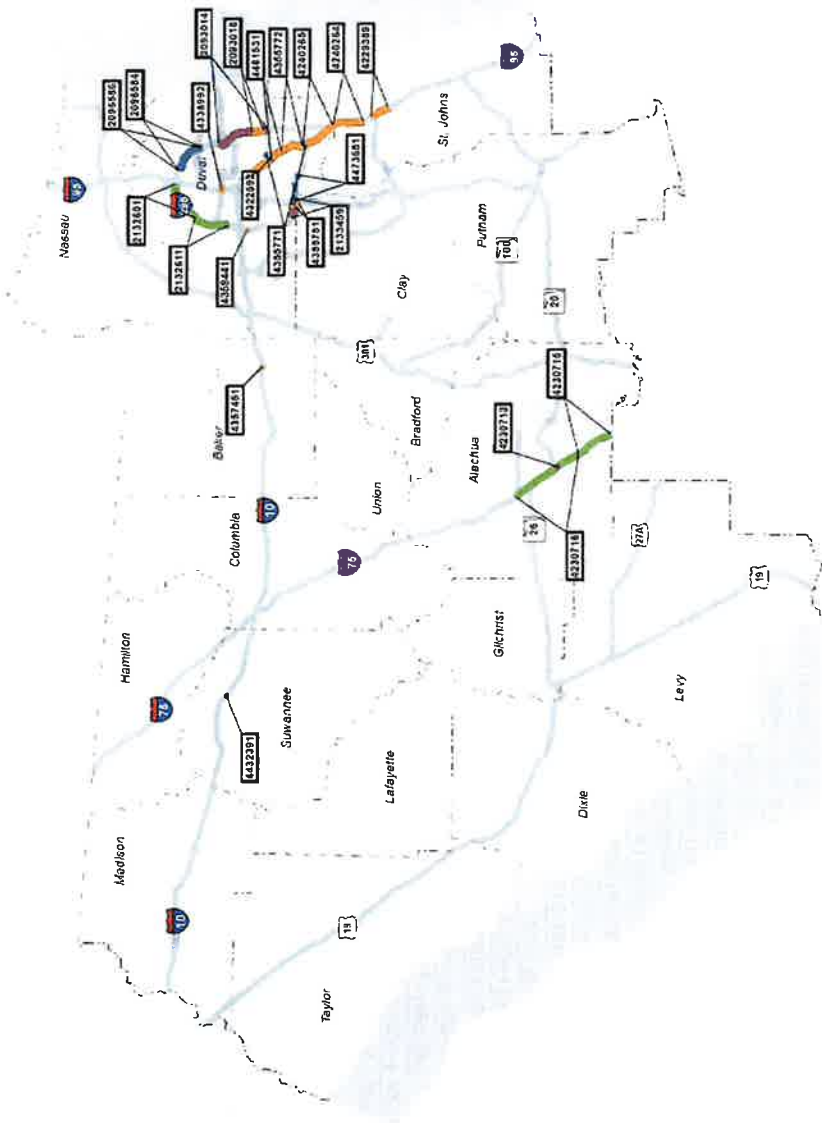
Legend

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

Notes

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



HIGHWAY





SIS ADOPTED 1ST FIVE YEAR PROGRAM

District 2 Non-Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4461231	SR105(HECKSHER DR) @ I-295(SR9A) TURN LANE	TURN: Add Turn Lane	\$4,626	\$0	\$0	\$0	\$0	\$0	\$4,626	\$0					
2100283	SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE	A2-4: Add 2 To Build 4 Lanes	\$260	\$36,137	\$0	\$0	\$0	\$35,504	\$892	\$0					
4358211	SR200(US301) @ CRAWFORD ROAD	M-INCH: Modify Interchange	\$583	\$0	\$0	\$0	\$0	\$128	\$456	\$0					
4288652	SR200(US301) @ I-10 IMPROVEMENTS	M-INCH: Modify Interchange	\$1,004	\$0	\$4,855	\$0	\$0	\$0	\$5,859	\$0					
4471991	SR200(US301) @ SR223(US301A) SOUTH OF STARKE	M-INCH: Modify Interchange	\$800	\$0	\$2,814	\$0	\$22,213	\$0	\$25,827	\$0					
4389282	SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG R	A2-8: Add 2 To Build 8 Lanes	\$245	\$0	\$0	\$30,115	\$0	\$0	\$30,360	\$0					
4229387	SR23(FIRST COAST XWAY) FROM EAST OF CR16A (SPUR) TO EAST OF CR209	NR: New Road	\$473,083	\$6,593	\$0	\$1,555	\$0	\$275,986	\$205,245	\$0					
4229388	SR23(FIRST COAST XWAY) FROM I-95(SR9) TO EAST OF CR16A SPUR	NR: New Road	\$389,858	\$0	\$9,161	\$0	\$0	\$183,223	\$215,796	\$0					
4229381	SR23(FIRST COAST XWAY) FROM: I-95 TO: I-10	NR: New Road	\$96	\$0	\$0	\$0	\$0	\$0	\$96	\$0					
4229382	SR23(FIRST COAST XWAY) FROM: I-95(SR9) TO: SR15(US17)	NR: New Road	\$62,791	\$0	\$0	\$0	\$0	\$57,487	\$5,305	\$0					
4229383	SR23(FIRST COAST XWAY) FROM: SR15(US17) TO: SR21	NR: New Road	\$666	\$0	\$0	\$0	\$0	\$220	\$446	\$0					
2078502	SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY	A2-4: Add 2 To Build 4 Lanes	\$3,610	\$1,609	\$0	\$0	\$0	\$3,000	\$2,219	\$0					
4457241	SR26(WADE AVE) @ SR49(US129)	TURN: Add Turn Lane	\$2,403	\$0	\$0	\$0	\$0	\$0	\$2,403	\$0					
4246965	US17 N OF POMONA PARK CR309(SATSUMA)	A2-4: Add 2 To Build 4 Lanes	\$49	\$0	\$0	\$0	\$0	\$0	\$49	\$0					
ANNUAL TOTALS			\$940,074	\$44,339	\$16,830	\$31,670	\$22,213	\$555,548	\$499,579	\$0					

All Values in Thousands of "As Programmed" Dollars

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

Project highlighted with  background is no longer designated as SIS.

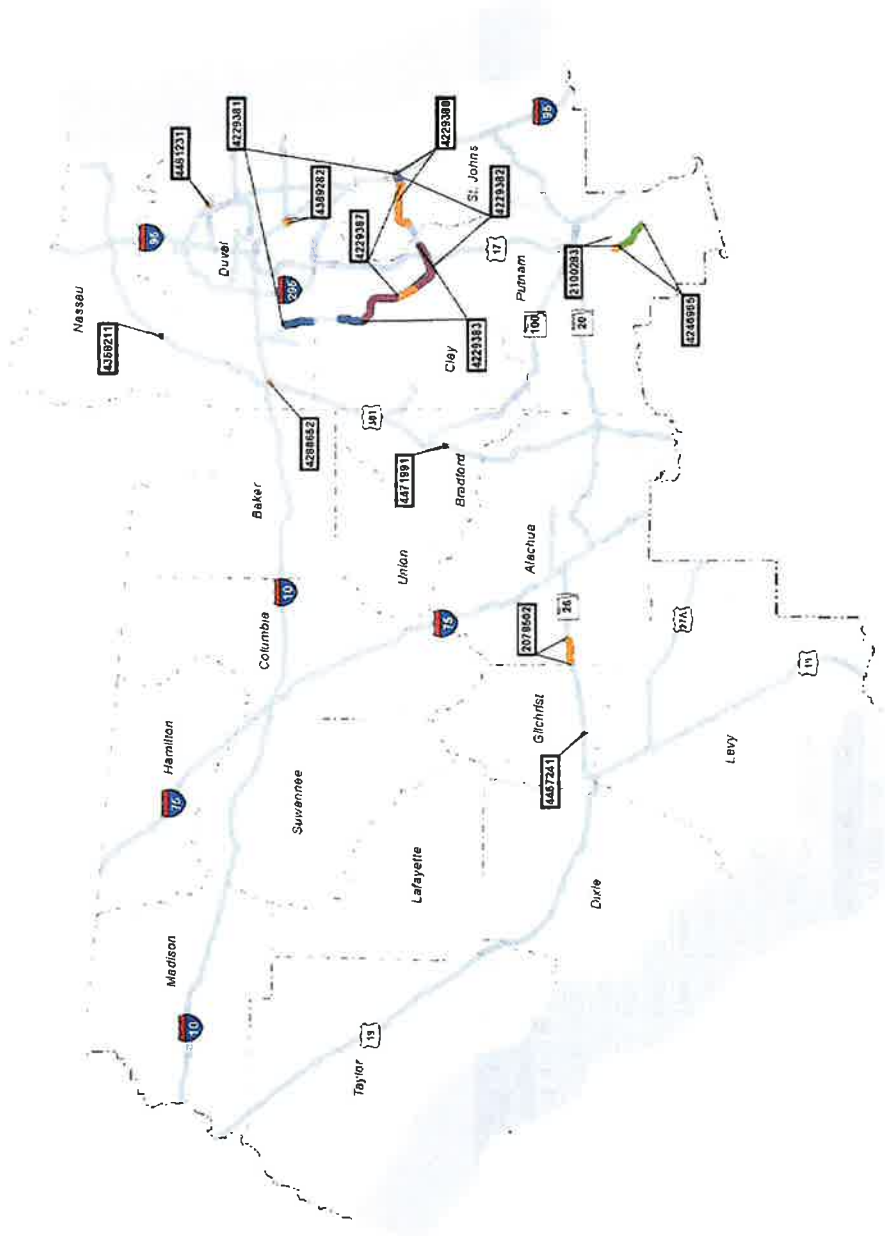
ROW - Right-Of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code.

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

**FY 2022/2023 through FY 2026/2027
(as of July 1, 2022)**



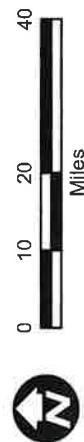
Legend

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

Notes

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



HIGHWAY





SIS ADOPTED 2ND FIVE YEAR PROGRAM

District 2 Highway Plan



MAP ID	FACILITY	DESCRIPTION	2028	2029	2030	2031	2032	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
2132611	I-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	A2-8: Add 2 To Build 8 Lanes	\$11,028	\$0	\$116	\$5,191	\$0	\$16,336	\$0	\$0					
2132601	I-295(SR9A) FROM N OF NEW KINGS RD TO S OF I-95 N INTERCHANGE	A2-8: Add 2 To Build 8 Lanes	\$14,447	\$0	\$0	\$0	\$6,349	\$20,796	\$0	\$0					
2133459	I-295(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)	A2-8: Add 2 To Build 8 Lanes	\$0	\$0	\$0	\$0	\$1,550	\$1,550	\$0	\$0					
2093014	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB	A2-4: Add 2 To Build 4 Lanes	\$0	\$399,140	\$0	\$0	\$0	\$399,140	\$0	\$0					
2078502	SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY	A2-4: Add 2 To Build 4 Lanes	\$0	\$38,035	\$0	\$0	\$0	\$37,447	\$578	\$10					
ANNUAL TOTALS			\$25,475	\$437,175	\$116	\$5,191	\$7,899	\$475,269	\$578	\$10					

All Values in Thousands of "As Programmed" Dollars

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

Project highlighted with **background** is no longer designated as SIS.

ROW - Right-Of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code.

District 2

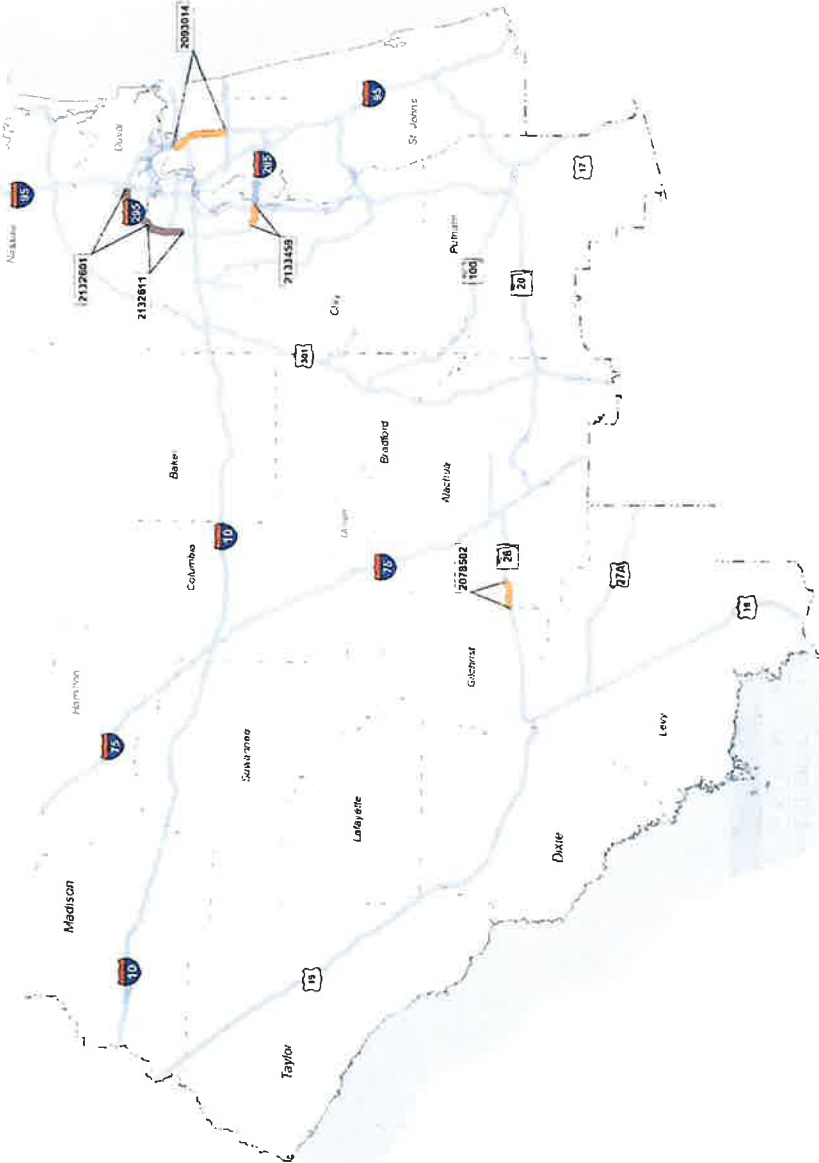
Second Five Years

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2027/2028 through FY 2031/2032
(as of July 1, 2022)



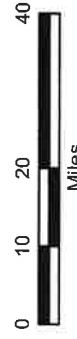
Legend

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

Notes

Projects color coded by highest project phase.
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Project costs are subject to change.



HIGHWAY



ID	FACILITY	FROM	TO	Design		Right of Way / Construction		P3 Funds		Other Funds		IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr #Yrs	
965 I-10	W of SR-121	Nassau C/L				4,250	921	135,510	136,431			MGLANE
3303 I-10	SR-23	I-295			21,250	21,250	3,950	433,542	437,492			MGLANE
950 I-10	US-301	SR 23-Cecil Commerce Ctr Pkwy			10,250	10,250		266,968	266,968			MGLANE
3309 I-10	at SR-121				5,000	5,000	5,000	29,932	34,932			M-INCH
946 I-10	W of CR-125				5,050	5,050	5,391	125,873	131,264			MGLANE
947 I-10	Baker C/L	Duval C/L			860	860	2,900	31,287	34,187			MGLANE
948 I-10	US-301						3,588	129,645	132,233			MGLANE
1167 I-295	N of Commonwealth	US-301			3,450	3,450	2,699	90,268	92,967			MGLANE
3261 I-295	I-95	N of New Kings Rd			126,781	126,781						MGLANE
1169 I-295	N of Collins Rd Interchange	N of Commonwealth			3,765	4,515	16,204	486,269	502,473			MGLANE
1168 I-295	N of New Kings Rd	S of I-95 N Interchange			16,538	16,538	3,785	382,345	386,130			MGLANE
1154 I-75	at SR-121 (Williston Rd)						8,136	14,629	22,765			M-INCH
3419 I-75	N of US-90				1,515	15,523						MGLANE
3301 I-75	SR-222 (NW 39th Ave)	US-441 (Alachua)			1,515	13,159	5,365		5,365			MGLANE
3418 I-75	SR-121 (Williston Rd)	SR-222 (NW 39th Ave)			33,096	33,096	5,789	802,843	809,632			MGLANE
3312 I-75	US-441 (Alachua)	US-41/US-441 Ellenville			1,515	17,836	19,451	1,856	1,856			MGLANE
3314 I-75	US-41/US-441 (Ellenville)	N of US-90			1,515	36,690	38,205	12,055	12,055			MGLANE
3305 I-75	Marion/Alachua County Line	SR-121/Williston Rd			21,253	21,253	5,278	534,742	540,020			MGLANE
3445 I-95	N of SR-115 (MLK)	S of SR-105			1,515	20,937						MGLANE
3308 I-95	S of Duval Co Line	SR-202 (T Butler Blvd)					11,602	670,829	682,431			MGLANE
3311 I-95	I-10	S of SR-115 (MLK)			12,184	12,184		202,046	202,046			A4-12
3310 I-95	at SR-16				750	750		11,462	11,462			M-INCH
911 SR 26	Gilchrist C/L- CR-337	CR-26A-Newberry Lane						29,454	29,454			A2-4
3302 US 17	Collins Rd	NAS Birmingham Gate			1,125	1,125	1,250	49,652	41,302			A1-AUX
Funded CFP Totals						378,172			4,512,465			Total CFP Funds= 4,890,637

LEGEND

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

NOTES

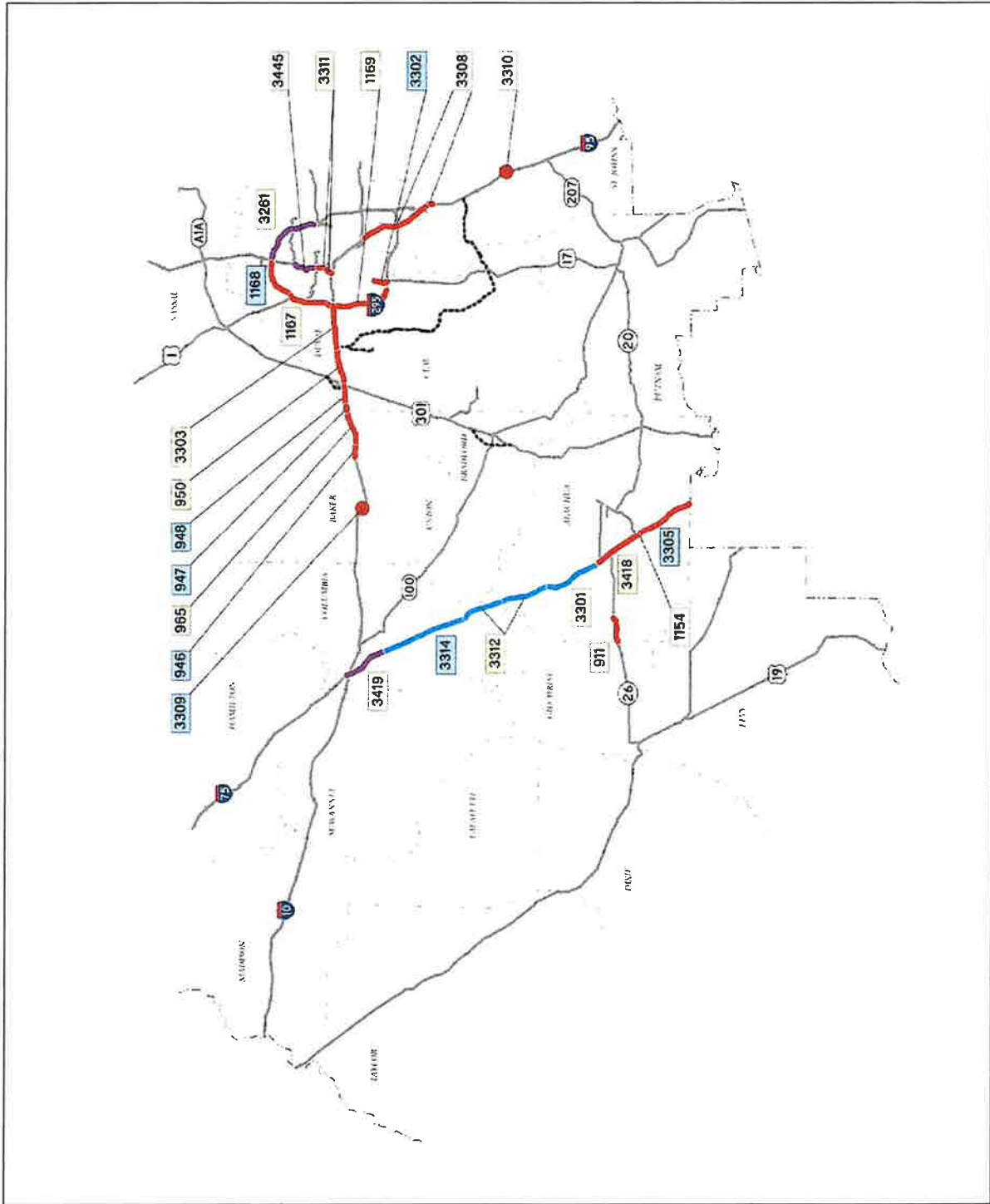
- (1) Values in thousands of dollars in the year of expenditure, inflated to the middle year of each band.
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
 A2-4: Add 2 Lanes to Build 4
 A2-6: Add 2 Lanes to Build 6
 A2-8: Add 2 Lanes to Build 8
 A1-AUX: Add 1 Lane
 A1-AUX: Add 1 Lane
 A4-SUL: Add 4 Special Use Lanes

ACCESS: Access
 BRIDGE: Bridge
 FRTPAP: Right Capacity
 GRASEP: Grade Separation
 HWYCAP: Highway Capacity
 PTERM: Passenger Terminal
 ITS: Intelligent Transp. Sys
 MGLANE: Managed Lanes


M-INCH: Modify Interchange
 N-INCH: New Interchange
 NR: New Road
 PDE: Project Dev. Env.
 SERVE: Add Serv/Font/CD
 System
 STUDY: Study
 UP: Ultimate Plan





March 27, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendments -
Interstate-75 (State Road 93) Add Lanes and Reconstruction Planning -
North of County Road 234 to South of State Road 121 (Williston Road); and
South of State Road 121 (Williston Road) to North of State Road 222 (NW 39th Avenue).
Alachua County Trail Rehabilitation Study

JOINT RECOMMENDATION

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

- 1. Amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the following projects in Fiscal Year 2022-23 (see Exhibit 1):**
 - A. 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]; and
 - B. Alachua County Trail Rehabilitation Study [4391817]; and**
- 2. Request that the Florida Department of Transportation provide Alachua County and City of Gainesville staffs the scopes for these projects:**
 - Interstate-75 (State Road 93) Add Lanes and Reconstruction Planning [452700-1 & 452700-2]; and
 - Alachua County Trail Rehabilitation Study [4391817].

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. This amendment is needed in order for federal funds be expended by the Florida Department of Transportation.

Attachment

t:\scott\sk23\mntpo\memo\tipamend_i-75_pln-trail_study_mtpo_apr03.docx

Dedicated to improving the quality of life of the Region's citizens,
by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.

EXHIBIT 1



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

March 13, 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

439181-7 Alachua County Trail Rehabilitation Study

Bike Path/Trail

<u>Phase</u>	<u>Fund</u>	<u>FY 2023</u>
PDE	TALU	\$187,500

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



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	<i>CANCELLED</i>	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.



Use the QR Reader App
on your smart phone to
visit our website!

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

www.ncfrpc.org/mtpo